

# OPEN SPACE TRAIL SYSTEM PLAN



Class VI Governor's Road

*FOR THE*

## **TOWN OF PITTSFIELD, NEW HAMPSHIRE**

Produced by the Pittsfield Trails Steering Committee and  
by the Central NH Regional Planning Commission  
*through funds from the NHDES Regional Environmental Planning Program  
(REPP)*

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Class VI Governor's Road

*FOR THE*

## **TOWN OF PITTSFIELD, NEW HAMPSHIRE**

July 1999



*Produced by:*  
Pittsfield Trails Steering Committee  
85 Main Street  
Pittsfield, NH 03263

*and*



Central NH Regional Planning Commission  
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Penacook, NH 03303



*Through the Year-Two Regional Environmental  
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It was created through a cooperative effort of volunteers and staff of the Town of Pittsfield, the CNHRPC, and NH Department of Revenue and Economic Development (NH DRED).

The Pittsfield Trails Steering Committee met on a monthly basis for four months and provided review and comment in the interim. Many individuals wrote descriptions found in the Plan. The Steering Committee was represented by a wide variety of interests within the Town:

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Stephen Catalano  
Jim Thyng

Natural Resources Committee:

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Bill Provencal  
Nancy Christie (also CC)  
Stan Bailey  
Fuzz Freese  
Susan Muenzinger (also PB)  
John Barto  
Dana Sansom (also CC)

Conservation Commission (CC):

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Planning Board (PB) / Historic District Commission:

Darren Benoit

Parks and Recreation Department:

Louis Houle III

Suncook Valley Sno Riders Snowmobile Club:

Steven Foss

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Bob Spoerl, Trails Bureau

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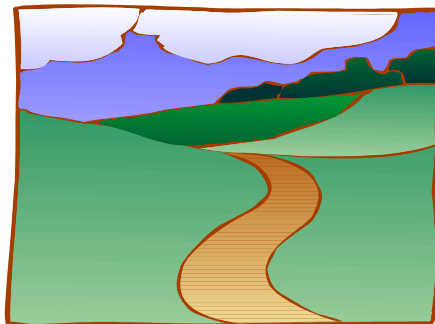
Ken Gallagher, GPS data download and processing.

The New Hampshire Municipal Association (NHMA) legal staff provided review and comment on some of the technical explanations in the **IMPLEMENTATION MEASURES** chapter:

Bernie Waugh, Chief Legal Counsel

The CNHRPC staff provided the organization, format, content, and publication of the Plan:

Stephanie Vaine - conduct meetings, GPS trails, do research and authoring, create maps  
Nicholas Beldycki - GPS trails  
Michael Tardiff - GPS trails  
Matthew Walsh - GPS trails



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## EXECUTIVE SUMMARY

This document was produced by the Pittsfield Trails Steering Committee and the Central New Hampshire Regional Planning Commission over the course of four months of research and meetings. The purpose of creating such a Plan is to focus on what needs to be accomplished in order to protect the open space in Pittsfield and to create a trail system which gives residents and visitors alike the opportunity to enjoy and further appreciate the Town's open space.

This Open Space Trail System Plan, which can be adopted as an element of the Master Plan, had three goals to accomplish:

1. Inventory existing public lands, easements, rights-of-way, and trails;
2. Determine where linkages to the lands and trails should be obtained;
3. Provide recommendations on how to obtain the linkages and maintain a trail

By using the Town's tax maps and associated tax assessor's index, information was collected on the conservation land easements and permanently protected lands of the Town; on public or private parcels, such as those owned by utility companies, that could potentially be available for public use with landowner permission; on rights-of-way parcels such as those that encompass former railroad rights-of-way and utility line easements and those that abut Class VI roads; and finally, on the parcels which harbor existing non-motorized and motorized trails. All of the information that was collected is public information readily available at Town Hall.

Five maps accompany the Plan. The **Base Map** shows the names and classifications of all of the roads in Pittsfield, while the **Topographic Map** shows 20' contour lines and the streams and ponds of the Town. The **Public Lands, Easements, and Rights-of-Way Map** shows where the Town-owned land is located as well as other "public" lands, and the **Existing Trail System Map** shows where the official and unofficial trails are located within Town. For the **Existing Trail System Map**, Global Positioning System (GPS) technology was employed to record the actual location of some of the trails. The last map, the **Proposed Open Space Trail System Map**, is the culmination of the research and recommendations of this Plan. It depicts existing and proposed trails, trail linkages, and existing and proposed conservation and public lands.

After the extensive inventorying and data collection process, a series of general recommendations were made to help Pittsfield retain its rural character, to create a trail system, to encourage a greater sense of community, and to enlarge its undeveloped open space landscape. In addition, specific recommendations were made based upon the identified opportunities within Town. The opportunities included the Railroad/Suncook River Corridor, Water Management Land, Powerline Corridors, Conservation and Public Land, Historic Trail Linkages, Class VI Roads, and Snowmobile Trails. In order to assist the Town with meeting these Recommendations of the Plan, comprehensive sections on implementing the Recommendations have also been included.

The following is a complete listing of the Recommendations within the Plan. The circles and boxes refer to the specific trail as depicted on the **Proposed Open Space Trail System Map**; the

0 indicates an existing trail while the Z indicates a proposed conservation parcel, trail or trail linkage.

**General Recommendations of Open Space Trail System Plan**

- General Recommendation: Establish a permanent Trails Committee, comprised of various interests within Town, in order to oversee the maintenance of any trails that the Town wants to establish and to begin initiating contact with landowners of existing and proposed trails.
- General Recommendation: Adopt this Open Space Trail System Plan as a sub-element of the updated Master Plan.
- General Recommendation: Work with the Suncook Valley Sno Riders to learn how to approach landowners and to enter into a cooperative trail creation and maintenance relationship.
- General Recommendation: Educate the landowners of parcels under current use, particularly owners of those large parcels without buildings on them, of the benefits of conservation easements.
- General Recommendation: Dedicate appropriate Town-owned tax-deeded parcels as permanent Town Forests or Town Parks through Town Meeting (see **APPENDIX A**).
- General Recommendation: Gain public support by holding a series of public educational sessions about land protection, stewardship, what the Conservation Commission and Trails Committee do, and about this Open Space Trail System Plan. Alternatives include writing a series of news articles, writing and distributing flyers, or holding one-on-one meetings with landowners.
- General Recommendation: Publicize the public trails within Town by publishing a brochure, creating a trail-specific map series, or by holding special events.
- General Recommendation: Pursue grant funds to help meet the Recommendations of this Plan.
- General Recommendation: Enforce the requirement of developers to donate easements or land (for major subdivisions of more than 3 lots) and amend the Site Plan Review Regulations and Subdivision Regulations to require construction of trails on properties near existing or proposed trail networks.
- General Recommendation: Review the Zoning Ordinance and Subdivision and Site Plan Review Regulations for how they can be improved to help meet the Recommendations of this Plan.



### Recommendations of Railroad / Suncook River Corridor

Recommendation:

10 11

Contact each landowner who owns the land on which the former railroad right-of-way falls, beginning at the Epsom town line and continuing to Clark Street, to ask for specific permission for using the trail for non-motorized summer and winter uses. Where appropriate, motorized access should be requested for snowmobiles, motorbikes and ATVs.

Recommendation:

A 9

Establish a trail connection between Clark Street and Broadway which would connect to the Historic Trail by contacting landowners for permission to either construct a trail or reuse portions of the former railroad right-of-way.

Recommendation:

B 9

Establish a connection from Broadway to the Tilton Hill Road railroad trail segments, preferably traveling between Tilton Hill Road and the Suncook River, by contacting landowners for permission to either construct a trail or reuse portions of the former railroad right-of-way.

Recommendation:

Create public access areas on the Suncook River for passive (non-

### Recommendations of Water Management Land

Recommendation:

C

Create a pedestrian trail across the water supply land with the permission of Pennichuck Water Works, beginning at the Class VI portion of Governor's Road and ending at True Road.

Recommendation:

Notify the Pennichuck Water Works about the condition of their lots abutting the Class VI portion of Governor's Road. Ask them to remove the debris and if they would be willing to monitor the condition of this portion of Governor's Road to prevent any future dumping.

**Recommendations of Powerline Corridors**

<u>Recommendation:</u>	Contact Public Service of New Hampshire (PSNH), Plymouth Co-op, and NH Co-op to ascertain their interest in working to create a trail system using their powerline easements. They may be willing to help talk to the landowners.
Rec <div>F</div> endation:	Contact the landowners and PSNH/Plymouth Co-op for permission to use a portion of the Eastern corridor as a trail connection from the tax deeded land off of Clough Road (see <b><u>INVENTORY OF PUBLIC LANDS, EASEMENTS, AND RIGHTS-OF-WAY</u></b> ) to Jenness Pond Road. Non-motorized use of the corridor may be most appropriate.
Rec <div>H</div> endation:	Contact the landowners and PSNH for permission to use the Southern powerline corridor as a trail connection from the former railroad right-of-way to the Drake/Mayo easement. Non-motorized use of the

**Recommendations of Trails on Conservation and Public Land**

<u>Recommendation:</u>	Utilize the Class VI portion of Governor's Road, at its intersection with Mountain Road, as the beginning of a trail connector along Lane Road to the Drake/Mayo conservation easement.
<div>C</div> <div>D</div>	
<u>Recommendation:</u>	Create a self-contained trail at Dustin Barker Town Forest. In addition, the Kimball Family should be contacted to ascertain their willingness to have connector trails traveling through their property.
<div>E</div>	
<u>Recommendation:</u>	Create a trail off of Class VI Shingle Mill Brook Road across the tax-deeded lots to Rocky Point Road, and down to the Eastern powerline corridor.
<div>F</div>	

**Recommendations of Additions to Conservation and Public Land Holdings**

G1 G2 G3 G4 G5 G6

Recommendation: Contact each landowner of the suggested parcels and educate them about the benefits of conservation easements. If appropriate, request the donation of an easement, or request a temporary agreement for public usage.

Recommendation: Designate the Dustin Barker Town Forest as a Town Forest at Town Meeting.

**Recommendations of Class VI Roads**

Recommendation: Undertake an on-foot survey of all Class VI roads within Town to gauge their ability to sustain certain types of trails usage.

Recommendation: Identify for designation as Class A or B trails some of the Class VI roads within Town by working with abutting landowners (see **IMPLEMENTATION MEASURES**).

Recommendation: Work with abutting landowners to share maintenance and monitoring duties of the Class VI roads being used as trails.

Recommendation: Conduct research to ascertain if any of the Class VI roads have been voted at Town Meeting as permanently discontinued.

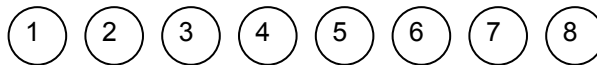
**Recommendations of Historic Trail Linkages**

Recommendation: Establish a linkage from Clark Street to Prospect Street by contacting landowners for permission to use the former railroad right-of-way as a trail.

Recommendation: Establish a linkage from Broadway to Tilton Hill Road by contacting landowners for permission to use the former railroad right-of-way as a trail.

Recommendation: Revise the Historic Trail brochure map to include the connections to

**Recommendation of Snowmobile Trails**



Recommendation:

Work with the Suncook Valley Sno Riders to approach landowners for permission to use the established snowmobile trails during the summer (see also **General Recommendations**).

Recommendation:

Work with the Suncook Valley Sno Riders to share monitoring and/or maintenance duties of the snowmobile trails during warm weather.

Recommendation:



Work with the Suncook Valley Sno Riders to approach landowners for permission to use the former railroad right-of-way for winter use.



## **I. INTRODUCTION**

As the primary constraints for producing a study or plan of any type are time and money, the Regional Environmental Planning Program (REPP) afforded an opportunity to produce this Plan that may not have otherwise become available. Knowing how much the Town values its identity and has the desire to balance economic development with conservation, the CNHRPC approached the Town of Pittsfield with an offer to produce an Open Space Trail System Plan at no cost to the Town other than volunteer review and comment. This Plan is intended to serve as a guide toward the creation of a trail network through identification of existing and potential trails and the properties on which they fall; with landowners' permission to utilize a portion of their land, these trails would adequately serve the purposes of conservation, recreation, and economy.

### **IMPORTANCE OF OPEN SPACE AND RECREATION**

Why do people settle in Pittsfield and make their homes here? Perhaps they are attracted by the convenience of nearby Concord but want to live in a quiet rural setting; perhaps they have lived here all their lives and have watched the swells and ebbs of industry and development over the years; perhaps the real estate market has influenced the decision to purchase land or a home here. Whatever the personal reasons to "hang one's hat" in Pittsfield, the fact is that this community thrives on tireless residents who work to see that their Town is preserved in the best manner possible while remaining economically attractive to businesses. This critical balance of development and conservation can be illustrated by the benefits of open space and recreation.

A community's residents have a need to interact with one another in a socially responsible way. The Pittsfield Community Center and Town Library, for example, provide occasion to meet friends and neighbors in a sheltered environment. The popularity of outdoor-related common areas, such as Drake Field and school ballfields, is widely renowned. These valuable assets help tie the community together by allowing residents to recreate in structured, in-Town settings. Businesses, non-profit organizations, and tourists are attracted to these types of community gatherings and their locations. The tremendous success of the annual Balloon Rally attests to the attraction of recreation.

Yet, tall trees, abundant wildlife, the scenic vistas of Catamount Mountain, and the winding cool waters of the Suncook River can be found in the Town of Pittsfield. The invaluable resources of open space and solitude are an important component in the recreational opportunities of any community. Recognizing this importance, private landowners open their lands to their neighbors for hiking, hunting, snowmobile and other outdoor activities.

New Hampshire itself is prized for its rural character and its eclectic types of outdoor recreation. Our legislators, recognizing the population and development boom that has been occurring since the mid 1980's, have passed a number of laws designed to preserve our open spaces and encourage stewardship of our natural resources. In 1993, the Land Conservation Investment Program (LCIP) unofficially concluded its six-year mission to protect 248 properties, totaling 101,000 acres, in New Hampshire through a successful public-private partnership. The NH Department of Fish and Game (NHF&G) also holds thousands of acres of conserved land, the vast majority of it accessible to the public for hunting, fishing, snowmobiling, hiking, and other uses. The NH Department of Resources and Economic Development (NHDRED) has similar land holdings and hosts grant programs to promote the development and maintenance of trails. Many private and non-profit organizations also hold easements and titles to key resource parcels. In New Hampshire, open space activities, including tourism, account for 25% of our gross State product.

Incentives given to private landowners encourage them to open their property for use by the public. The Current Use Taxation law (RSA 79-A:1), in effect since July 1973, is a way for property owners to receive a tax reduction based upon their agreement to keep their land undeveloped. Forestry and agriculture are encouraged. This law also offers a 20% reduction of the current use assessment if a property owner agrees to allow the public recreational access to the land 12 months of the year (RSA 79-A:4). Municipalities may adopt a Land Use Change Tax Fund (RSA 79-A:25-a) that places the money acquired from a property leaving current use into a fund, separate from the general fund, for the purpose of purchasing easements or parcels for conservation.

A healthy, diverse community is a great attraction to businesses, tourists, and new residents. What makes a community appealing is its fine balance of development and conservation. The link between open space and recreation is distinct, and it is beneficial for both landowners and the public. There are many types of recreation possible on these lands, and this Plan will focus on the benefit of trails. A trail network will serve to allow alternative modes of transport, particularly for recreation, throughout Pittsfield. The Open Space Trail System Plan for Pittsfield will identify those existing trails and linkages which could be established through landowner contact and cooperation and offer guidance on how to succeed on the Recommendations of this Plan.

### **PITTSFIELD MASTER PLAN FINDINGS**

A municipal Master Plan (RSA 674:2-4) is intended to be a guide to the current and desired conditions of the Town. These conditions are inventories in the elements, or chapters, of a Master Plan. Typical Master Plan elements include Transportation, Land Use, Future Land Use, Conservation and Preservation, Historical, Population and Economics, Housing, and Community and Recreational Facilities.

An Open Space Trail System Plan is a complement to a Master Plan because it is designed in conjunction with the findings and goals of the Master Plan. Specifically, the Open Space Trail System Plan can be considered a sub-element of the Conservation and Preservation Element and can be adopted by the Planning Board as such at any time.

The Pittsfield Master Plan Committee and its subcommittees are nearing completion of a comprehensive revision to the Town's Master Plan, which will be presented shortly to the Planning Board for its adoption. Among the goals of the plan:

Recommendations supporting these broad goals include the establishment of trails connecting important features, increasing public awareness of Town resources and providing public access where appropriate, and preserving and maintaining open space for the benefit of current and future generations.

- ☐ the promotion of recreational services to meet the needs of Town residents and visitors; and
- ☐ the encouragement of conservation efforts and the protection of natural and historic resources to maintain the rural and scenic beauty of the Town.

The Open Space Trail System Plan, if adopted by the Town of Pittsfield Planning Board, will be the first element in working toward the implementation of recommendations for recreation and natural resource preservation as contained in the Town Master Plan.


## **METHODOLOGY**



In order to start the process of creating an Open Space Trail System Plan, a group of volunteers representing public and private interests in Pittsfield formed. Meeting four times between March 1 and June 30, 1999, the Pittsfield Trails Steering Committee provided guidance to as well as review and comment on the maps and materials that CNHRPC produced. In addition, many also wrote descriptions of different trails or parcels. To keep the public informed, an article was published in the Suncook Valley Sun.

At the first meeting on March 31, the volunteers corrected the road names and classifications within Town, identified the former railroad rights-of-ways and existing trails, and verified land permanently protected from development. At the second meeting on April 28, volunteers reviewed the first draft of this Plan and the resulting draft trails map. At the third meeting on May 26, the volunteers reviewed the second draft of Plan and the draft Proposed Open Space Trail System map to be incorporated into the Plan. At the fourth meeting on June 30, the volunteers reviewed the final version of the Plan that CNHRPC staff would be assisting with. After the publication of this July 1999 version, the Pittsfield Trails Steering Committee will decide whether to further review and amend the Open Space Trail System Plan before bringing the document before the Planning Board.

In between the meetings, CNHRPC staff researched the parcels on which the trails and rights-of-way fell in Town Hall, and researched the conservation land and Town-owned land using the Town tax maps and the January 1999 tax assessment index. Detailed parcel information was obtained, including Map and Lot number, Acreage, and if the parcel was not currently protected from development, whether the parcel was in Current Use and if a Building was located on it. Information of this nature not only provides description of the parcel, but may also be relevant in determining the likelihood of the landowner to grant public access to the parcel. All of this information is available and accessible to the general public during normal Town Hall business hours.

In addition, if the parcel had a trail/right-of-way on it, was publicly owned, or was protected from development, educated assumptions about the Enforcement of the management responsibilities were listed as well as if the landowner has granted permission for any Public Uses of that parcel. Where the Enforcement or Public Uses were unclear on a parcel, the Pittsfield Trails Steering Committee felt it most appropriate to defer to the privacy of the landowner.

Using a Global Positioning System (GPS) unit, CNHRPC staff located several of the trails identified by Steering Committee Members and the former railroad right-of-way. Individuals walked the trails with the GPS unit, which uses orbiting satellites to record the actual position of objects (trails, in this case) on the ground. The resulting data from the GPS unit can be used in a Geographic Information System (GIS) for the production of maps. In this Open Space Trail System Plan, GPS'd trails data has been incorporated into and used with existing GIS data layers to create the maps found at the back of this Plan. The trail segments that have been located using a GPS are indicated by a symbol beside their descriptions in the two  **INVENTORY** sections.

An important limitation of GPS to consider is its inability to correlate to the Town's tax maps because of different source data and different scales. Therefore, the tax map has not been used with this map series. Those trails indicated in the Plan with a  may or may not have  appropriate parcels listed. Additional field checking should be completed.

After completing of the inventory of conservation lands, easements, rights-of-way, and trails, the Pittsfield Trails Steering Committee examined these assets and presented a proposed open space trail system. This system incorporates the existing with the potential future trails and protected lands, and gives a series of recommendations to be undertaken for reaching the goals of the system.

Staff of the CNHRPC consulted with the Trails Bureau staff of the NH Department of Revenue and Economic Development (NH DRED) to ensure that relevant issues were adequately addressed in the Plan. In addition, staff of the NH Municipal Association (NHMA) was consulted to verify the accuracy of the references to the NH Revised Statutes (NH RSAs).



## GOALS OF THE OPEN SPACE TRAIL SYSTEM PLAN FOR PITTSFIELD

*The Pittsfield Steering Committee and CNHRPC staff completed this Plan to the best of their ability with the information that was available. Additional research needs to be completed on the former railroad rights-of-way and on the status of each Class VI road; further investigation should be undertaken before performing any legal procedure suggested in the **IMPLEMENTATION MEASURES**. Although there are no guarantees on the accuracy of the data presented or on the interpretations made of the NH RSAs, everyone involved with this Plan put forth their best faith efforts in order to produce a viable,*

This Plan is designed to accomplish three goals:

1. Inventory existing public lands, easements, rights-of-way, and trails;
2. Determine where linkages to the lands and trails should be obtained;
3. Provide recommendations on how to obtain the linkages and maintain a trail system.

### **1. Inventory existing public lands, easements, rights-of-way, and trails**

An inventory of the conservation easements, conservation lands, publicly owned lands, rights-of-way on private land, and private lands that allow or may be requested in the future to allow public access, give a solid picture of where the Town stands in terms of its open space and a trail system. The two concepts are intertwined. Using a trail to enjoy the scenic and natural beauty of the land promotes a connectedness to the land and the community, and the cooperation involved in acquiring the land for public access encourages the enjoyment of the land through that cooperation and the land's stewardship.

### **2. Determine where linkages to the lands and trails should be obtained**

Conservation land, including conservation easements and the land owned by the Town of Pittsfield, creates a basis for a trail system. Coupled with existing formal (Suncook Valley Sno Riders' trails) and informal trails (Class VI roads, former railroad bed, and private trails), connections can be graphically viewed through maps and potential connections can be determined to enhance the existing open space and trail system. Data can again be gathered on a parcel by parcel basis to determine where the best connections are likely.

Different trails and conservation lands have their own unique uses that are directly attributed to the topography, soils, and natural resources as well as the desires of private landowners to have their land enjoyed by the public in particular ways. Multi-use trails, particularly where pedestrian and motorized vehicle or mountain biking uses occur, can safely accommodate both types of uses where appropriate trail construction or planning has been utilized.

### **3. Provide recommendations on how to obtain the linkages and maintain a trail system**

Following the data collection stage is putting the data to work. Landowner participation will be an integral factor in the overall success of the Plan; they should be contacted about the possibility of opening their land to public access. Trails can be officially designated by the Town, and strategies for

## INTRODUCTION

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their maintenance and promotion will be discussed. A comprehensive **APPENDIX** series will contain documentation and assistance with many of these issues.



## II. INVENTORY OF PUBLIC LANDS, EASEMENTS, AND RIGHTS-OF-WAY

The first step to any plan is to identify what currently exists of what one is attempting to study. By giving a detailed listing of parcel information as well as a description of the property or right-of-way, it becomes easier to determine what the next steps will be for enhancements, landowner agreements, or determination of appropriate trail usage. Many properties have characteristics that are better suited for certain types of trails usage; for example, trails along a riverbank or waterbody are generally not suited

Special attention should be given to any Public Uses listing in this Plan as the majority of the parcels listed as having potential for a trail or are currently being used as a trail are privately owned.

for motorized use, nor are trails susceptible to erosion. Also, landowners that have given permission for one use, such as winter snowmobiling, may not be willing to allow summer hikers to cross their land. Throughout the Plan, it is imperative to remember that almost all land is privately owned and needs to be respected as such regardless of its being listed in this Plan.

This section is dedicated to the inventorying of the official conservation land easements and fee owned parcels, other public land owned by the Town of Pittsfield, land owned by private public service companies, Class VI roadways, railroad rights-of-way, and powerline easements. Although some charts will change slightly due to the information being collected, Map and Lot number are always indicated as well as the Acreage. A "n/a" listing is an abbreviation of "not applicable" because the parcel is tax-exempt and a "nl" listing means the item was not listed in the tax index. As a matter of public record, this same information and additional information can be found in the Pittsfield Town Hall.

### CONSERVATION LAND EASEMENTS AND PERMANENTLY PROTECTED LANDS

Property ownership is a combination of privileges that allows a landowner to exercise certain rights. Conservation easements are restrictions that landowners voluntarily place upon their property that legally bind the present and future owners of that property, restricting their ability to use some of those rights in order to protect the natural features of the land. Many public agencies and private organizations make these permanent agreements with landowners and oversee their compliance. Five such easements can be found within the Town of Pittsfield. In addition, two conservation lands are outrightly (fee) owned by the Town, the Sargent and Dustin Barker Town Forests. All of the public and conservation lands are located on **the Public Lands, Easements, and Rights-of-Way Map**.

This Section  
 γ Conservation  
     Easements  
 γ Town Fee-Owned  
     Conservation  
     Parcels  
 γ Other Fee-Owned  
     Conservation

**Conservation Easements**

The easements listed here permanently protect the land from development. While the spirit of a conservation easement suggests that the land is open to the public for use, each conservation easement deed is uniquely tailored to suit the needs and desires of the landowner. Therefore, many conservation easements, even some of those listed in this section, may or may not allow public access. Particular attention should be paid to the Public Uses column before the general public makes any assumption as to usage. Where there is any doubt about the ability for the public to use a parcel of land, the landowner or easement holder should be contacted for clarification.

While the Enforcement column lists the entity that is responsible for conservation management of the parcel, the parcels are still privately owned and should be respected as such. In the case of the Osborne Wildlife Management Area, listed directly below, the Suncook Valley Sno Riders are listed as a co-enforcer for the reason that they maintain a trail system across the parcels. Please note that they are not ultimately responsible for the easement but are responsible only for their snowmobile trails.

**Osborne Wildlife Management Area (WMA) Conservation Easement**

Many separate but mostly adjacent parcels located at the Loudon and Barnstead political boundaries comprise the multi-town WMA obtained through the Land Conservation Investment Program (LCIP) and are managed by NH Fish and Game. Although the total documented acreage is 738 acres, within Pittsfield the tax records indicate a total of 213 acres. The land is privately owned, but was placed under conservation with the LCIP for full public access to hunting and fishing. The area is also actively utilized during the winter by the Suncook Valley Sno Riders, which maintain a snowmobile trail across many of the individual parcels.

<b>Name</b>	<b>Map #</b>	<b>Lot #</b>	<b>Acres</b>	<b>Enforcement</b>	<b>Public Uses</b>
Osborne Wildlife Management Area	R18	8	16	NH Fish & Game	Hunting, fishing
				Suncook Valley Sno Riders	Snowmobiling
Osborne Wildlife Management Area	R18	8A	5	NH Fish & Game	Hunting, fishing
				Suncook Valley Sno Riders	Snowmobiling
Osborne Wildlife Management Area	R18	9	54	NH Fish & Game	Hunting, fishing
				Suncook Valley Sno Riders	Snowmobiling
Osborne Wildlife Management Area	R1	9	44	NH Fish & Game	Hunting, fishing
				Suncook Valley Sno Riders	Snowmobiling
Osborne Wildlife Management Area	R1	10	37	NH Fish & Game	Hunting, fishing
				Suncook Valley Sno Riders	Snowmobiling
Osborne Wildlife Management Area	R2	2	39	NH Fish & Game	Hunting, fishing
				Suncook Valley Sno Riders	Snowmobiling
Osborne Wildlife Management Area	R2	4	18	NH Fish & Game	Hunting, fishing
				Suncook Valley Sno Riders	Snowmobiling

**Drake/Mayo Conservation Easement**

A conservation easement has been granted to the Society for the Protection of NH Forests (SPNHF) for this property located on Lane Road just north of Dowboro Road. The parcel is fronted mostly by the Class VI portion of Lane Road and is bisected by Public Service of New Hampshire (PSNH) utility lines.

<b>Name</b>	<b>Map #</b>	<b>Lot #</b>	<b>Acres</b>	<b>Enforcement</b>	<b>Public Uses</b>
Drake/Mayo Conservation Easement	R49	14	25	SPNHF	contact SPNHF

**J Merrill Conservation Easement**

The Town of Pittsfield "shares" this easement with the Town of Loudon, where the majority of the land is located and who is responsible for its enforcement. In the northwestern section of Town and south of the Osborne WMA, 63 acres fall within Pittsfield. It is open space protected in perpetuity. Although the owner reserves the right to restrict uses, including the outright prohibition of camping on the properties, the listed uses of the land are currently allowed for the general public. Motorized vehicles are prohibited.

<b>Name</b>	<b>Map #</b>	<b>Lot #</b>	<b>Acres</b>	<b>Enforcement</b>	<b>Public Uses</b>
J Merrill Conservation Easement	R19	9	13	Town of Loudon	hunting, hiking, fishing
J Merrill Conservation Easement	R36	1	50	Town of Loudon	hunting, hiking, fishing

**Pennichuck Water Works Easements (formerly Pittsfield Aqueduct Company)**

As reported by the Society for the Protection of NH Forests, Pennichuck Water Works has placed the majority of its land holdings into conservation, a total of 221.4 acres. Most of the land abuts Berry Pond, which is the Town's chief drinking water supply source. The Town reports that a few other parcels are owned by the PAC but are not placed under conservation; these can be found in the **Private Utility Company Parcels** section.

<b>Name</b>	<b>Map #</b>	<b>Lot #</b>	<b>Acres</b>	<b>Enforcement</b>	<b>Public Uses</b>
Pennichuck Water Works	R23	14	9.8	Pennichuck Water Works	contact landowner
Pennichuck Water Works	R23	17	23	Pennichuck Water Works	contact landowner
Pennichuck Water Works	R30	3	49	Pennichuck Water Works	contact landowner
Pennichuck Water Works	R31	6	35	Pennichuck Water Works	contact landowner
Pennichuck Water Works	R31	7	12	Pennichuck Water Works	contact landowner
Pennichuck Water Works	R31	8	2.2	Pennichuck Water Works	contact landowner
Pennichuck Water Works	R31	10	3.6	Pennichuck Water Works	contact landowner
Pennichuck Water Works	R31	13	3.5	Pennichuck Water Works	contact landowner
Pennichuck Water Works	R31	15	2.2	Pennichuck Water Works	contact landowner
Pennichuck Water Works	R31	16	2.3	Pennichuck Water Works	contact landowner
Pennichuck Water Works	R43	1	10	Pennichuck Water Works	contact landowner
Pennichuck Water Works	R43	2	43	Pennichuck Water Works	contact landowner
Pennichuck Water Works	R43	3	6.2	Pennichuck Water Works	contact landowner
Possible Pennichuck Easement	R30	1A	66	unknown	contact landowner

**Kimball Conservation Easement**

A recent addition to the conservation land of the Town is a collection of four lots off of Loudon and Ring Roads which abut the Town property referred to as the Dustin Barker Town Forest. This acquisition more than doubles the acreage of protected land in that area. The southern parcel consists mainly of wetlands, while the northern parcel is mostly wooded.

<b>Name</b>	<b>Map #</b>	<b>Lot #</b>	<b>Acres</b>	<b>Enforcement</b>	<b>Public Uses</b>
Kimball Conservation Easement	R37	4	8.5	Town of Pittsfield	contact landowner
Kimball Conservation Easement	R36	5	15	Town of Pittsfield	contact landowner
Kimball Conservation Easement	R37	6	25	Town of Pittsfield	contact landowner
Kimball Conservation Easement	R36	8	36	Town of Pittsfield	contact landowner

**Town Fee-Owned Conservation Parcels**

There are two official Town Forests within Pittsfield, both of which are permanently protected from development.

**Dustin Barker Town Forest**

This parcel, a total of 44.6 acres, is located in the northwestern part of Pittsfield south of Loudon Road. The forest is wooded with mature pines and wetlands. It has been managed in the past. Dustin Barker Town Forest is bordered by the Kimball Easement, noted earlier. With its natural features, the forest would appear to support an abundant variety of birds and wildlife. After a recent walk with a forester, it was determined that the lot had aesthetic and practical potential for trails, management, and observation stands. Even though the parcel is referred to as a "Town Forest", no official designation has yet taken place.

<b>Name</b>	<b>Map #</b>	<b>Lot #</b>	<b>Acres</b>	<b>Enforcement</b>	<b>Public Uses</b>
Dustin Barker Town Forest	R37	5	44.6	Town	to be determined

**Sargent Town Forest**

Sargent Town Forest is a small 5-acre Town property located south of Catamount Road. It slopes upward from the road and is bisected in two places by a stream, creating a sizeable gully. It is dominated by white pine trees planted in rows about 50 years ago, although older, very large white pines are found along the property boundary.

<b>Name</b>	<b>Map #</b>	<b>Lot #</b>	<b>Acres</b>	<b>Enforcement</b>	<b>Public Uses</b>
Sargent Town Forest	R22	15	5	Town	to be determined

**Other Fee-Owned Conservation Parcels**

This category is reserved to list conservation lands that are owned by the State (such as a State Forest) or by a land trust (such as a conservancy). The Town of Pittsfield currently has no such parcels.

**PUBLIC OR PRIVATE PARCELS FOR POTENTIAL PUBLIC USE**

A significant number of acres within Pittsfield are either owned publicly by the Town itself or by private companies that provide types of public services to the Town. The Town-owned parcels in particular are important to document because of the relative ease of using the properties in a conservation- or recreation-related manner.

This Section  
 γ Private Utility  
     Company Parcels  
 γ Local, State, and  
     Federal Public  
     Reserve

**Private Utility Company Parcels**

Land owned by private companies providing a public service to the Town can serve a unique purpose. Mutually beneficial agreements can be forged between these companies and the Town; the Town could place a trail on the land and the utility company could publicize its community service to the Town. Although the majority of lots held by private utility companies fall within the U zone, which is classified as urban, perhaps some of the parcels listed below could serve as small linkages to other trails or could serve as weekend or evening parking areas for nearby trails.

Pennichuck Water Works Parcels (formerly Pittsfield Aqueduct Company)

Although not specifically public, these private parcels are listed here because of the public service they provide to the Town. A comprehensive list of the Pennichuck Water Works parcels that are permanently protected from development is found in the **Conservation Easements** section.

Name	Map #	Lot #	Acres	Enforcement	Public Uses
Pennichuck Water Works	R22	14	.39	Pennichuck Water Works	none
Pennichuck Water Works	R23	13	8.9	Pennichuck Water Works	none
Pennichuck Water Works	R31	10A	.54	Pennichuck Water Works	none
Pennichuck Water Works	R31	12A	1.64	Pennichuck Water Works	none
Pennichuck Water Works	U2	42	nl	Pennichuck Water Works	none

Public Service of New Hampshire Parcels

Like those of the Pennichuck Water Works, these parcels are listed due to their public service nature. A listing of those private properties upon which PSNH holds an easement is to be found in the **RIGHTS-OF-WAY** section.

Name	Map #	Lot #	Acres	Enforcement	Public Uses
Public Service of NH Land	U2	30	nl	Public Service of NH	none
Public Service of NH Land	R34	31A	0.35	Public Service of NH	none
Public Service of NH Land	U6	28	0.3	Public Service of NH	none

NH Electric Cooperative Parcel

The parcel listed in the tax index is essentially a "placeholder" for the poles and lines within Pittsfield. However, a potential may exist for a partnership along the utility easement land that is privately owned by landowners (**Utility Corridor Easements**).

## INVENTORY OF PUBLIC LANDS, EASEMENTS, AND RIGHTS-OF-WAY

Name	Map #	Lot #	Acres	Enforcement	Public Uses
NH Electric Cooperative Poles & Lines	U3	1A	n/a	NH Electric Co-op	none

### Nynex - New England Telephone Parcel

This small parcel is located on Bridge Street.

Name	Map #	Lot #	Acres	Enforcement	Public Uses
Nynex	U3	129	.23	Nynex	none

### **Local, State, and Federal Public Parcels**

Parcels that the Town of Pittsfield owns, but which are not specifically conservation-related, are listed in this section. If the Town had any state or federally-owned lands which were also not specifically conservation related, they would also be listed here.

### Town of Pittsfield

The Town itself owns many parcels of various sizes that have been acquired through different means. This tally does not include either of the two Town Forests which were previously listed in the **Town Fee-Owned Conservation Parcels** section.

Name	Map #	Lot #	Acres	Location	Public Uses
Town of Pittsfield Land	R9	1A	10	Barnstead town line - landlocked	consult with Town
Town of Pittsfield Land	R10	7	2	Greer Lane	consult with Town
Town of Pittsfield Land	R11	2	9.8	Greer Lane	none (tax deeded)
Town of Pittsfield Land	R11	3	9.5	Greer Lane	none (tax deeded)
Town of Pittsfield Land	R11	4	12.7	Greer Lane	none (tax deeded)
Town of Pittsfield Land	R11	5	7.6	Greer Lane/Clough Road	none (tax deeded)
Town of Pittsfield Land	R11	8	7.1	Clough Road	none (tax deeded)
Town of Pittsfield Land	R11	17	9	Shinglemill Brook Road	none (tax deeded)
Town of Pittsfield Land	R11	18	7.6	Shinglemill Brook Road	none (tax deeded)
Town of Pittsfield Land	R15	7A	0.46	White Dam area	consult with Town
Town of Pittsfield Land	R15	9A	2.2	White Dam area - landlocked	consult with Town
Town of Pittsfield Land	R15	21T	nl	Tilton Hill Road	none (tax deeded)
Town of Pittsfield Land	R22	1B	< 1	White's Pond	public Pond access
Town of Pittsfield Land	R24	8	54	Thompson Road	none (tax deeded)
Town of Pittsfield Land	R26	8	5.7	Rocky Point Road	none (tax deeded)
Town of Pittsfield Land	R26	12	13	Rocky Point Road	none (tax deeded)
Town of Pittsfield Land	R26	13	12.9	Rocky Point Road	none (tax deeded)
Town of Pittsfield Land	R26	14	12	Rocky Point Road	none (tax deeded)
Town of Pittsfield Land	R26	16	13.6	Greer Lane	none (tax deeded)
Town of Pittsfield Land	R26	17	12.4	Greer Lane	none (tax deeded)
Town of Pittsfield Land	R28	3	38.5	north of Catamount Rd - landlocked	consult with Town
Town of Pittsfield Land	R30	1	22	Catamount Road	consult with Town
Town of Pittsfield Land	R32	14	47.2	South Main Street	Treatment Plant
Town of Pittsfield Land	R32	18	nl	South Main Street	Treatmnt Plant area
Town of Pittsfield Land	R37	6A	nl	adjacent to Dustin Barker - landlock	consult with Town
Town of Pittsfield Land	R37	6B	2.9	south of Dustin Barker - landlocked	none (tax deeded)
Town of Pittsfield Land	R38	9A	5	Ingalls Road	none (tax deeded)



## INVENTORY OF PUBLIC LANDS, EASEMENTS, AND RIGHTS-OF-WAY

Town of Pittsfield Land	R43	4	32	Governor's Road	none (tax deeded)
Town of Pittsfield Land	R44	4	0.2	Corner of Governor's & Catamount	consult with Town
Town of Pittsfield Land	R44	7	3.6	Tan Road	consult with Town
Town of Pittsfield Land	R44	8	2.7	Tan Road	consult with Town
Town of Pittsfield Land	R47	5	24	Epsom town line - Tan Road	none (tax deeded)
Town of Pittsfield Land	R48	6	1	"Pest Home" - Tan Road	consult with Town
Town of Pittsfield Land	U1	4A	< 0.5	Barnstead Road	Pump Station
Town of Pittsfield Land	U1	80	0.17	Berry Avenue	none (tax deeded)
Town of Pittsfield Land	U2	18	1.66	Clark Street	Highway Garage
Town of Pittsfield Land	U2	29	0.84	Catamount Road	Fire Station
Town of Pittsfield Land	U2	38, 39, 40	~5	Clark Street	Town Pool / public Pond access
Town of Pittsfield Land	U2	61A	< 0.5	South Main Street east of Common	consult with Town
Town of Pittsfield Land	U2	66	< 1	South Main Street	common
Town of Pittsfield Land	U2	67	< 0.5	South Main Street west of Common	consult with Town
Town of Pittsfield Land	U3	2	< 0.5	Broadway Street	none (tax deeded)
Town of Pittsfield Land	U3	31	0.56	Main Street	Town Hall
Town of Pittsfield Land	U3	38	1.17	Main Street	Police Station
Town of Pittsfield Land	U3	43	0.18	Main Street	Library
Town of Pittsfield Land	U3	59	0.79	Blake Street	Grammar School
Town of Pittsfield Land	U3	65	< 0.5	Joy Street	Pump Station
Town of Pittsfield Land	U3	93	< 1	Main Street	Dustins Park
Town of Pittsfield Land	U5	14	< 0.5	Main Street	none (tax deeded)

Although the above listing is comprehensive and preliminarily accurate, more research should be done to correctly establish the Public Uses for each parcel.

### Other State-Owned and Federally-Owned Parcels

This category is reserved for those parcels that are owned by the State of New Hampshire or by US Government but are not necessarily accessible to the public for general use. In Pittsfield, there are eight such parcels owned by the State; no parcels are federally-owned.

Name	Map #	Lot #	Acres	Location	Public Uses
State of New Hampshire	U2	38A	1.8	Clark Street	none
State of New Hampshire	U5	6	0.45	Water Street	none
State of New Hampshire	U5	7	0.51	Main Street	none
State of New Hampshire	R4	14	3.5	Suncook Valley Road	unknown
State of New Hampshire	R15	28	2.4	Barnstead Road - NH DOT garage	none
State of New Hampshire	R22	15A	1.96	Catamount Road	none
State of New Hampshire	R30	4A	0.39	Catamount Road	none
State of New Hampshire	R27	24	1	Jenness Pond Road	public Pond access

**RIGHTS-OF-WAY PARCELS**

Rights-of-way are defined as those strips of land acquired by reservation or dedication to be occupied by a road, crosswalk, railroad, electric transmission line, water line, or other similar uses. The right of a person or representatives of an entity to cross over the property of another is granted. For the purposes of this Plan, the types of rights-of-way which will be examined will be those of railroad, Class VI unmaintained Town roads, and powerline easements because they are more conducive to encouraging open space-related trails activities.

**This Section**

- γ Former Railroad Rights-of-Way
- γ Class VI Roads
- γ Utility Corridor Easements

Parcels are identified by Map and Lot number, with a listing of the Acreage of the property. In addition, the Town tax records indicate if the parcel is in Current Use and if a Building is located on the property. Examining these particular features of a parcel make it easier to identify if the land is more apt to be utilized as a trail, or if applicable (such as powerline easements, where only the utility company is officially granted access), if a landowner is more likely to grant additional access to his or her property. A "n/a" listing indicates that the parcel is tax-exempt. When identifying who is responsible for Enforcement, the intent is to note who has agreed to take responsibility for overseeing the maintenance of the right-of-way. In the case of Class VI Roads, the right-of-way is Town owned, but is not maintained by the Town. Close attention should be paid to the Public Uses of any parcel listed in this section, as some rights-of-way are inherently open to public use while others are not.


**Former Railroad Rights-of-Way**

In the mid-1850's, the industrial age was beginning to take shape throughout the country with the advent of the railroad. New Hampshire was home to 1,200 miles of newly-constructed railroad track by the mid-1880's. Not only did the arrival of the train era bring the ability to export local timber resources and textiles, it also allowed for the convenient moving of people. After a 1905 state law was passed that established a state highway system, plus the arrival of and popularity of motor cars, our dependency on the railroads within New Hampshire diminished. Many were abandoned or dismantled; the State claimed some of the former rights-of-way and so did abutting landowners.

Former railroad rights-of-way offer tremendous recreational potential. They are typically flat, hard-packed, straight beds, with the ties removed, that run continuously for miles. Within the Town of Pittsfield, the Suncook Valley Railroad's legacy still has a presence along the Suncook River, with a former railroad bed extending from the Epsom to the Barnstead town lines. With the growth of downtown, a short segment has been "lost" to development and severs the existing bed into two segments.

The status of the former railroad rights-of-way within Pittsfield is unclear. It is unknown whether the Town or State own any right-of-way on any parcel, whether the Suncook Valley Railroad still has any claim to any right-of-way on any parcel, or whether the landowners themselves own the rights-of-way. Detailed parcel research would need to be completed to answer these questions.

For the purposes of this Plan, the former railroad rights-of-way are listed on a parcel-by-parcel basis for two existing segments of bed. A third segment is described in the **INVENTORY OF EXISTING TRAILS** chapter because of its authorized snowmobile use. The trails identified in this section are referenced by a circled number which correlates to the **Existing Trail System Map** found at the back of this Plan. The parcel information was obtained by referring to the approximate location of the former railroad right-of-way on the Town's tax maps. Despite the questions of ownership of the rights-of-way, the parcels are privately owned and should be duly respected.

The important limitation of the GPS within this Plan is its inability to correlate with the tax maps (see **Methodology** in the **INTRODUCTION**). Therefore, those trails indicated in the Plan with  may or may not have the appropriate parcels listed. Additional field checking should be

**Former Railroad Right-of-way from Webster Mills Road to Epsom Town Line**

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The 1.5 mile strip begins on Webster Mills Road where the entrance is marked by a flagged rope restricting vehicular access. Approximately three vehicles can park alongside Webster Mills Road. It is clearly being used as a trail by the public as evidenced by trash, horse hoof prints, and mountain bike tracks. The railroad ties are completely removed and there are no downed trees restricting the trail. On the left-hand side, a large wetland is home to spring peepers. On the right side, the Suncook River can be heard in the distance. In several places, streams cross under the former railroad bed via stone culverts and worn log bridges. Three logging roads are offshoots of the railroad bed. After traveling southerly about one mile from Webster Mills Road, the Epsom town line approaches but is not evident from the railroad bed. Although it is not posted, the public railroad trail seems to end at the egress of a commercial sand pit and is converted into a private dirt road. Following along the private road about 200 yards, one finds a posting in the opposite direction, from Epsom. From the Epsom side, traveling in a northerly direction, this private road can be located off of Depot Road, where it is protected with gates.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Former RR ROW - Webster Mills Road	R41	8	22	n	n	private	contact landowner
Former RR ROW - Webster Mills Road	R41	10A	58.78	y	n	private	contact landowner
Former RR ROW - Webster Mills Road	R41	14	13	y	n	private	contact landowner
Former RR ROW - Webster Mills Road	R41	15	10	y	n	private	contact landowner
Former RR ROW - Webster Mills Road	R50	8	10	n	n	private	contact landowner
Former RR ROW - Webster Mills Road	R50	9	3.8	y	n	private	contact landowner
Former RR ROW - Webster Mills Road	R50	10	13	y	n	private	contact landowner
Former RR ROW - Webster Mills Road	R51	1	0.96	n	y	private	contact landowner
Former RR ROW - Webster Mills Road	R51	8	8.3	n	n	private	contact landowner

## INVENTORY OF PUBLIC LANDS, EASEMENTS, AND RIGHTS-OF-WAY

Former RR ROW - Webster Mills Road	R52	1	52	y	n	private	contact landowner
Former RR ROW - Webster Mills Road	R52	2	209	n	y	private	contact landowner

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### Former Railroad Right-of-way from Clark Street to Webster Mills Road

All of the land on which the former railroad right-of-way trail falls is private land with the exception of the wastewater treatment plant, which is also private yet can be considered quasi-public for the service it provides to the Town. Specific landowner permission to use the trail has not been obtained although recent footprints and mountain biking tracks are evidence of its use as a trail.

Traveling in a southerly direction, a clear trail was identified from Clark Street to the White's Brook Apartments, a distance of approximately 1/3 mile. On Clark Street, parking for approximately three vehicles can be found along the shoulder of the road. However, the clarity of the trail location ends at the Apartments. The former railroad bed was transformed into the driveway to the Apartments, and leads out onto South Main Street. Crossing South Main Street, the driveway to the wastewater treatment plant, also the former railroad bed, leads to the continuation of the trail on the left side of the paved road. At this point, the former railroad bed trail clearly follows along the left side of the Suncook River after winding around the treatment lagoons. This portion of the trail is much more secluded and less used, and gives a view of the Suncook River from a high ridge for a great deal of the approximate 1.5 miles from the wastewater treatment plant. As the trail winds toward Webster Mills Road, the trail is converted in to a private driveway as it passes very close to an historic house on the right. The private driveway joins Webster Mills Road in about 1/4 mile.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Former RR ROW: Clark St to Webster Mills Road	R22	20	41	y	y	private	contact landowner
Former RR ROW: Clark St to Webster Mills Road	R41	14	13	y	n	private	contact landowner
Former RR ROW: Clark St to Webster Mills Road	R50	8	10	n	n	private	contact landowner
Former RR ROW: Clark St to Webster Mills Road	R50	9	3.8	y	n	private	contact landowner
Former RR ROW: Clark St to Webster Mills Road	R50	10	13	y	n	private	contact landowner
Former RR ROW: Clark St to Webster Mills Road	R50	11	12	y	n	private	contact landowner
Former RR ROW: Clark St to Webster Mills Road	R51	1	.96	n	y	private	contact landowner
Former RR ROW: Clark St to Webster Mills Road	R51	1A	.87	n	n	private	contact landowner
Former RR ROW: Clark St to Webster Mills Road	R51	1B	3.2	n	y	private	contact landowner

### **Class VI Roads**

Municipal highways become known as Class VI roads if they are unmaintained for five or more years; or if they are voted as "discontinued subject to gates and bars" at Town Meeting; or, less commonly, if a strip of land which was not previously a roadway, is "laid out" subject to gates and bars under an old law. Regardless of the way a road became Class VI, the roads are not obligated to be maintained by the Town. Class VI roads "discontinued subject to gates and bars" at Town meeting (meaning the public

still has the right-of-way) are different from roads that have been voted at Town Meeting as "discontinued" (meaning that the roadway is permanently no longer a public right-of-way).

Typically, Class VI roads are public rights-of-way that are used for recreational purposes, for through-travel, for driveway access, and for other uses such as agricultural and forestry activities. The Town is not liable for damages or injuries incurred while traveling on a Class VI (RSA 231:93). In addition, the owners of the properties abutting the Class VI road are not liable for damages or injuries sustained to users of the road, although they may choose to maintain the road for access to their property. A Class VI right-of-way is one of the best types of rights-of-way to consider for a recreational trail system: there are no inherent liability concerns, the pathway has been established, and public access is allowed.

The parcels in this section are so listed because of the inherent interest an abutter has to a Class VI road (vehicular access to property, privacy, particular concerns, etc). The Enforcement column in this section lists "n/a" because private landowners are responsible for their own property. Although the Class VI road rights-of-way belong to the Town, they are not maintained by the Town, or "enforced" by them. The Public Uses listed in this section refer to the uses of the *right-of-way*, not to any private parcel that is listed here.

For the purposes of this Plan, it is assumed that the Class VI roads listed in this section are public rights-of-way that have not been discontinued or are not private roads. Extensive research of Town Meeting records would need to be undertaken to verify this assumption.

#### Class VI Governor's Road

At the intersection of Mountain and Berry Pond Roads is a narrow, rocky, unmaintained road that is impassable by car or truck, and which does not even appear on the tax maps. This Class VI road section makes a lovely hiking or equestrian trail due to these characteristics. Limited parking can be found in strategic areas alongside Berry Pond Road during the dry season only. Governor's Road is bounded by posted property. Much trash, litter, cement items, and horse hoof prints show that the trail is being actively used. After 100 yards of a gradual incline, a short spur trail leads to a beautiful scenic 180-degree outlook of the Town and Catamount Mountain. This area is particularly plagued by trash and campfire debris. Following along Governor's Road, one finds tremendous ledges, valleys, and looming trees. A trail was identified off to the north which is located on water management land of the Pennichuck Water Works, but a walk of the area found that any potential side-trail had grown in.

## INVENTORY OF PUBLIC LANDS, EASEMENTS, AND RIGHTS-OF-WAY

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Class VI ROW: Governor's Road	R43	1	10	y	n	n/a	general public use
Class VI ROW: Governor's Road	R43	2	43	y	n	n/a	general public use
Class VI ROW: Governor's Road	R43	4	3.2	n/a	n/a	n/a	general public use
Class VI ROW: Governor's Road	R43	11	1	n	n	n/a	general public use
Class VI ROW: Governor's Road	R43	12	1	n	y	n/a	general public use
Class VI ROW: Governor's Road	R43	14	46	y	y	n/a	general public use

### Class VI True Road

True Road is located off of Catamount Road. Privately maintained for 1/2 mile, the road gets very rocky after its intersection with the snowmobile trail. The road continues on, becoming a Class V maintained road at the northerly end and connecting with Tilton Hill Road.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Class VI ROW: True Road	R13	1	11	y	y	n/a	general public use
Class VI ROW: True Road	R13	3	7.5	n	y	n/a	general public use
Class VI ROW: True Road	R13	4	12	y	y	n/a	general public use
Class VI ROW: True Road	R13	7	70	n	n	n/a	general public use
Class VI ROW: True Road	R23	6	2.07	n	n	n/a	general public use
Class VI ROW: True Road	R23	7	2.7	n	n	n/a	general public use
Class VI ROW: True Road	R23	8	16	y	n	n/a	general public use
Class VI ROW: True Road	R23	9	3.5	n	n	n/a	general public use
Class VI ROW: True Road	R23	11	45.7	y	y	n/a	general public use
Class VI ROW: True Road	R23	6A	3.1	n	n	n/a	general public use
Class VI ROW: True Road	R23	10A	21	y	y	n/a	general public use
Class VI ROW: True Road	R23	10C	3.62	n	y	n/a	general public use
Class VI ROW: True Road	R23	5A	.88	n	y	n/a	general public use
Class VI ROW: True Road	R23	7A	3.2	n	n	n/a	general public use
Class VI ROW: True Road	R24	4	165.85	y	n	n/a	general public use
Class VI ROW: True Road	R6	14	105	y	n	n/a	general public use
Class VI ROW: True Road	R6	16	1.25	n	y	n/a	general public use
Class VI ROW: True Road	R6	10A	33.5	y	n	n/a	general public use

### Class VI Range Road

## INVENTORY OF PUBLIC LANDS, EASEMENTS, AND RIGHTS-OF-WAY

The majority of Range Road is unmaintained, beginning just south of Kelly Brook and traveling 1.5 miles. A snowmobile trail segment travels along Range Road until it heads into the Osborne Wildlife Management Area. Range Road is a wide, Class VI travel-way that crosses the Loudon town line and is host to a number of recreational activities.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Class VI ROW: Range Road	R1	2	5	n	y	n/a	general public use
Class VI ROW: Range Road	R1	3	5	n	y	n/a	general public use
Class VI ROW: Range Road	R1	6	5.1	n	y	n/a	general public use
Class VI ROW: Range Road	R1	7	2.4	n	y	n/a	general public use
Class VI ROW: Range Road	R1	8	60	y	n	n/a	general public use
Class VI ROW: Range Road	R1	9	44	y	n	n/a	general public use
Class VI ROW: Range Road	R1	10	37	y	n	n/a	general public use
Class VI ROW: Range Road	R1	11	37	y	n	n/a	general public use
Class VI ROW: Range Road	R1	9A	3.4	n	y	n/a	general public use
Class VI ROW: Range Road	R18	9	54	y	n	n/a	general public use
Class VI ROW: Range Road	R2	1	150	y	y	n/a	general public use
Class VI ROW: Range Road	R2	2	39	y	n	n/a	general public use
Class VI ROW: Range Road	R2	3	51.3	y	y	n/a	general public use
Class VI ROW: Range Road	R2	4	18	y	n	n/a	general public use

### Class VI Daroska Road Segment

The road runs from Upper City Road to Range Road for about 0.75 miles and offers good biking and hiking opportunities.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Class VI ROW: Daroska Road	R1	2	5	n	y	n/a	general public use
Class VI ROW: Daroska Road	R2	1	150	y	y	n/a	general public use

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**INVENTORY OF PUBLIC LANDS, EASEMENTS, AND RIGHTS-OF-WAY**

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**Class VI Colony Road**

This single-track road is unmaintained from Ring Road up to where it becomes Class V about 1/4 mile from the intersection with Upper City Road. A snowmobile trail segment travels along Colony Road until it splits off at Colony Road's intersection with Ring Road. Its entire length is approximately 1.25 miles.

<b>Name</b>	<b>Map #</b>	<b>Lot #</b>	<b>Acres</b>	<b>Curr Use?</b>	<b>Bldg?</b>	<b>Enforcement</b>	<b>Public Uses</b>
Class VI ROW: Colony Road	R18	5	17	y	n	n/a	general public use
Class VI ROW: Colony Road	R18	7	5	n	n	n/a	general public use
Class VI ROW: Colony Road	R19	2	71	y	n	n/a	general public use
Class VI ROW: Colony Road	R19	3	1.5	n	y	n/a	general public use
Class VI ROW: Colony Road	R19	4	1	n	y	n/a	general public use
Class VI ROW: Colony Road	R19	5	2.7	n	n	n/a	general public use
Class VI ROW: Colony Road	R19	6	36	n	n	n/a	general public use
Class VI ROW: Colony Road	R19	7	81	y	n	n/a	general public use
Class VI ROW: Colony Road	R19	10T	1	n	y	n/a	general public use
Class VI ROW: Colony Road	R19	11	24	y	y	n/a	general public use
Class VI ROW: Colony Road	R36	8	36	y	y	n/a	general public use
Class VI ROW: Colony Road	R36	9	52	y	y	n/a	general public use

**Class VI Sanborn Road**

From the Loudon side, the road is called Ring Road. Sanborn Road runs from Sanborn Pond to Colony Road. Where it becomes Class VI, Sanborn Road is quite overgrown and is conducive to intermediate-level recreational activities such as mountain biking, hiking, and cross-country skiing.

<b>Name</b>	<b>Map #</b>	<b>Lot #</b>	<b>Acres</b>	<b>Curr Use?</b>	<b>Bldg?</b>	<b>Enforcement</b>	<b>Public Uses</b>
Class VI ROW: Sanborn Road	R19	7	81	y	n	n/a	general public use
Class VI ROW: Sanborn Road	R19	9	13	y	n	n/a	general public use
Class VI ROW: Sanborn Road	R19	11	24	y	y	n/a	general public use
Class VI ROW: Sanborn Road	R36	1	50	y	n	n/a	general public use



Class VI Unnamed Road between Shaw and Upper City Roads

This abandoned road is only 0.25 miles in length and is heavily rutted. However, it makes an important connection to Shaw and Upper City Roads.

<b>Name</b>	<b>Map #</b>	<b>Lot #</b>	<b>Acres</b>	<b>Curr Use?</b>	<b>Bldg?</b>	<b>Enforcement</b>	<b>Public Uses</b>
Class VI ROW: Unnamed Road (Shaw- Upper City Rd)	R16	2	47	n	n	n/a	general public use
Class VI ROW: Unnamed Road (Shaw- Upper City Rd)	R16	3	35	n	n	n/a	general public use
Class VI ROW: Unnamed Road (Shaw- Upper City Rd)	R16	4A	1.74	n	y	n/a	general public use

Class VI Lane Road

Lane Road begins at the intersection of Mountain and Berry Pond Roads. It begins as a Class V maintained road for about 1/4 mile, then is unmaintained until it connects with Dowboro Road. Both the Class V and VI sections of Lane Road provide access to a town parcel.

<b>Name</b>	<b>Map #</b>	<b>Lot #</b>	<b>Acres</b>	<b>Curr Use?</b>	<b>Bldg?</b>	<b>Enforcement</b>	<b>Public Uses</b>
Class VI ROW: lane Road	R48	1	102.8	y	y	n/a	general public use
Class VI ROW: lane Road	R49	13	2.6	n	n	n/a	general public use
Class VI ROW: lane Road	R49	14	25	y	n	n/a	general public use
Class VI ROW: lane Road	R43	17	63	y	y	n/a	general public use
Class VI ROW: Lane Road	R49	11	70	y	n	n/a	general public use
Class VI ROW: Lane Road	R49	12	1.5	n/a	n/a	n/a	general public use
Class VI ROW: Lane Road	R49	11A	5.15	n	n	n/a	general public use

## INVENTORY OF PUBLIC LANDS, EASEMENTS, AND RIGHTS-OF-WAY

### Class VI Thompson Road Segments

A short segment of Thompson Road between Old Route 107 and Johnson Road is unmaintained. Its appearance is that of a narrow woodsroad, which begins to the right of a house. The longer segment, beginning just past the Thompson Road's intersection with the snowmobile trail, continues over the Clough Road intersection and into Barnstead.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Class VI ROW: Thompson Rd (Gov-Catamount Rds)	R44	1	39	y	n	n/a	general public use
Class VI ROW: Thompson Rd (Gov-Catamount Rds)	R44	3	17	y	n	n/a	general public use
Class VI ROW: Thompson Rd (Old Rt. 107-Johnson Rd)	R29	2	6	n	y	n/a	general public use
Class VI ROW: Thompson Rd (Old Rt. 107-Johnson Rd)	R29	1C	35	n	n	n/a	general public use
Class VI ROW: Thompson Rd (Old Rt. 107-Johnson Rd)	R29	1D	40	y	n	n/a	general public use
Class VI ROW: Thompson Rd (Old Rt. 107-Johnson Rd)	R29	1E	40	y	y	n/a	general public use
Class VI ROW: Thompson Rd (Old Rt. 107-Johnson Rd)	R30	14	5	n	y	n/a	general public use
Class VI ROW: Thompson Rd (Old Rt. 107-Johnson Rd)	R30	15	10	n	y	n/a	general public use
Class VI ROW: Thompson Rd (Old Rt. 107-Johnson Rd)	R30	16T	8.75	n	y	n/a	general public use
Class VI ROW: Thompson Rd (Shinglemill Brook Rd-Barnst)	R11	23	6.1	n	n	n/a	general public use
Class VI ROW: Thompson Rd (Shinglemill Brook Rd-Barnst)	R12	1	124	y	n	n/a	general public use
Class VI ROW: Thompson Rd (Shinglemill Brook Rd-Barnst)	R12	2	2.5	y	n	n/a	general public use
Class VI ROW: Thompson Rd (Shinglemill Brook Rd-Barnst)	R12	3	78.86	y	n	n/a	general public use
Class VI ROW: Thompson Rd (Shinglemill Brook Rd-Barnst)	R12	4	1.72	n	y	n/a	general public use
Class VI ROW: Thompson Rd (Shinglemill Brook Rd-Barnst)	R12	7	66	n	n	n/a	general public use
Class VI ROW: Thompson Rd (Shinglemill Brook Rd-Barnst)	R24	8	54	n/a	n/a	n/a	general public use
Class VI ROW: Thompson Rd (Shinglemill Brook Rd-Barnst)	R7	6	30	y	y	n/a	general public use
Class VI ROW: Thompson Rd (Shinglemill Brook Rd-Barnst)	R7	7	41	y	y	n/a	general public use
Class VI ROW: Thompson Rd (Shinglemill Brook Rd-Barnst)	R7	9	5	n	y	n/a	general public use
Class VI ROW: Thompson Rd (Shinglemill Brook Rd-Barnst)	R7	11	26	y	y	n/a	general public use
Class VI ROW: Thompson Rd (Shinglemill Brook Rd-Barnst)	R7	16	4.7	n	y	n/a	general public use
Class VI ROW: Thompson Rd (Shinglemill Brook Rd-Barnst)	R7	17	12.2	n	y	n/a	general public use
Class VI ROW: Thompson Rd (Shinglemill Brook Rd-Barnst)	R7	16A	4.39	n	n	n/a	general public use

**Class VI Shingle Mill Brook Road**

This road is believed to be a private road (therefore also unmaintained by the Town), but that designation is uncertain. Additional research should be undertaken before the public actively uses the road for recreational purposes.

<b>Name</b>	<b>Map #</b>	<b>Lot #</b>	<b>Acres</b>	<b>Curr Use?</b>	<b>Bldg?</b>	<b>Enforcement</b>	<b>Public Uses</b>
Class VI ROW: Shingle Mill Brook Road	R11	11	1.5	n	y	n/a	general public use
Class VI ROW: Shingle Mill Brook Road	R11	12	1.5	n	y	n/a	for basic roadway travel only
Class VI ROW: Shingle Mill Brook Road	R11	13	1.5	n	n	n/a	for basic roadway travel only
Class VI ROW: Shingle Mill Brook Road	R11	14	1.5	n	n	n/a	for basic roadway travel only
Class VI ROW: Shingle Mill Brook Road	R11	15	nl	nl	nl	n/a	for basic roadway travel only
Class VI ROW: Shingle Mill Brook Road	R11	16	3.6	n	y	n/a	for basic roadway travel only
Class VI ROW: Shingle Mill Brook Road	R11	17	9	n/a	n/a	n/a	for basic roadway travel only
Class VI ROW: Shingle Mill Brook Road	R11	18	7.6	n/a	n/a	n/a	for basic roadway travel only
Class VI ROW: Shingle Mill Brook Road	R11	19	12.2	n	n	n/a	for basic roadway travel only
Class VI ROW: Shingle Mill Brook Road	R11	20	9.3	n	y	n/a	for basic roadway travel only
Class VI ROW: Shingle Mill Brook Road	R11	21	5	n	y	n/a	for basic roadway travel only
Class VI ROW: Shingle Mill Brook Road	R11	23	6.1	n	y	n/a	for basic roadway travel only
Class VI ROW: Shingle Mill Brook Road	R11	24	6	n	y	n/a	for basic roadway travel only
Class VI ROW: Shingle Mill Brook Road	R11	25	6.4	n	y	n/a	for basic roadway travel only
Class VI ROW: Shingle Mill Brook Road	R11	26	5.5	n	y	n/a	for basic roadway travel only
Class VI ROW: Shingle Mill Brook Road	R11	27	8.3	n	y	n/a	for basic roadway travel only
Class VI ROW: Shingle Mill Brook Road	R11	28	1.5	n	y	n/a	for basic roadway travel only
Class VI ROW: Shingle Mill Brook Road	R11	29	1.5	n	y	n/a	for basic roadway travel only
Class VI ROW: Shingle Mill Brook Road	R11	30	1.5	n	y	n/a	for basic roadway travel only
Class VI ROW: Shingle Mill Brook Road	R11	16A	6.4	n	n	n/a	for basic roadway travel only
Class VI ROW: Shingle Mill Brook Road	R12	3	78.86	y	n	n/a	for basic roadway travel only

## INVENTORY OF PUBLIC LANDS, EASEMENTS, AND RIGHTS-OF-WAY

### Class VI Unnamed Road to Wild Goose Pond, aka "Wild Goose Pond Road"

This old road does not appear on the Town tax maps, but leads to Wild Goose Pond from Clough Road. The parcels listed below are believed to abut this unnamed road; for some landowners, the road may serve as their only means of access to their property. Historically, the road was used as access to a private camp on the Pond.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Class VI ROW: "Wild Goose Pond" Road	R10	8E	50.58	n/a	n/a	n/a	general public use
Class VI ROW: "Wild Goose Pond" Road	R11	31	12	y	y	n/a	general public use
Class VI ROW: "Wild Goose Pond" Road	R11	31A	8.9	n	n	n/a	general public use
Class VI ROW: "Wild Goose Pond" Road	R8	1	114	y	y	n/a	general public use
Class VI ROW: "Wild Goose Pond" Road	R8	3	.5	n	y	n/a	general public use
Class VI ROW: "Wild Goose Pond" Road	R8	5	.14	n	y	n/a	general public use
Class VI ROW: "Wild Goose Pond" Road	R8	10	.17	n	n	n/a	general public use
Class VI ROW: "Wild Goose Pond" Road	R8	11	1.46	n	y	n/a	general public use
Class VI ROW: "Wild Goose Pond" Road	R8	13	7.59	n	y	n/a	general public use
Class VI ROW: "Wild Goose Pond" Road	R8	14	67	y	y	n/a	general public use
Class VI ROW: "Wild Goose Pond" Road	R8	15	63	y	n	n/a	general public use
Class VI ROW: "Wild Goose Pond" Road	R8	13A	2.26	n	y	n/a	general public use
Class VI ROW: "Wild Goose Pond" Road	R9	1	69	n	y	n/a	general public use
Class VI ROW: "Wild Goose Pond" Road	R9	2	95	n/a	n/a	n/a	general public use

### **Utility Corridor Easements**

Although utility easements are considered rights-of-way, the right-of-way has not been granted to the public unlike other types of rights-of-way. There are four utility line corridors within Pittsfield that were identified on the Town tax maps. For ease of examination and description, the corridors are each named using their geographic location within Town.

Utility easements are voluntarily granted by private property owners to allow the placement of transmission lines across their property and to grant access for maintenance of those lines. The easements are recorded in the Registry of Deeds. Individuals are currently using some of these utility corridors for recreation, but landowner permission may not have been granted for such use by private citizens. Landowner permission should be obtained before any recreational users take advantage of these corridors. Utility easements are listed in this Plan because of their natural tendency, with wide, clear, and long avenues of travel, to become trails. Those columns which have neither a Current Use nor a Building listing, but which are marked by a "n/a", indicates that the parcel is tax-exempt (usually owned by the Town of Pittsfield).

### Public Service of NH Powerline Easement - Southern

## INVENTORY OF PUBLIC LANDS, EASEMENTS, AND RIGHTS-OF-WAY

This long corridor spans almost four miles beginning at the Chichester town line at Suncook River just north of Webster Mills Road, crossing Prescott and Dowboro Roads, passing through the Drake/Mayo conservation easement, crossing Tan Road, then ending at the Epsom town line, where the utility lines likely continue on.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
PSNH Easement - Southern	R47	1	33	y	n	PSNH	none; utility maint only
PSNH Easement - Southern	R47	2A	6.3	n	n	PSNH	none; utility maint only
PSNH Easement - Southern	R47	5	24	n/a	n/a	PSNH	none; utility maint only
PSNH Easement - Southern	R48	1	102.8	y	y	PSNH	none; utility maint only
PSNH Easement - Southern	R48	2	148.9	y	y	PSNH	none; utility maint only
PSNH Easement - Southern	R48	5	11	y	n	PSNH	none; utility maint only
PSNH Easement - Southern	R49	4	3.5	n	n	PSNH	none; utility maint only
PSNH Easement - Southern	R49	5	2.04	n	y	PSNH	none; utility maint only
PSNH Easement - Southern	R49	5A	3	n	y	PSNH	none; utility maint only
PSNH Easement - Southern	R49	5B	3	n	y	PSNH	none; utility maint only
PSNH Easement - Southern	R49	5C	3.01	n	y	PSNH	none; utility maint only
PSNH Easement - Southern	R49	5D	5.36	n	y	PSNH	none; utility maint only
PSNH Easement - Southern	R49	6	10	n	y	PSNH	none; utility maint only
PSNH Easement - Southern	R49	11	70	y	n	PSNH	none; utility maint only
PSNH Easement - Southern	R49	11A	5.15	n	n	PSNH	none; utility maint only
PSNH Easement - Southern	R49	13	2.6	n	n	PSNH	none; utility maint only
PSNH Easement - Southern	R49	16	1	n	y	PSNH	none; utility maint only
PSNH Easement - Southern	R49	17B	8.18	y	n	PSNH	none; utility maint only
PSNH Easement - Southern	R49	17C	10.07	y	n	PSNH	none; utility maint only
PSNH Easement - Southern	R49	17H	8.79	y	n	PSNH	none; utility maint only
PSNH Easement - Southern	R49	17I	5.05	y	n	PSNH	none; utility maint only
PSNH Easement - Southern	R49	19C	10.42	y	n	PSNH	none; utility maint only
PSNH Easement - Southern	R50	4	3.03	n	y	PSNH	none; utility maint only
PSNH Easement - Southern	R50	4A	3	n	n	PSNH	none; utility maint only
PSNH Easement - Southern	R50	4B	3	n	n	PSNH	none; utility maint only
PSNH Easement - Southern	R50	6	48	y	y	PSNH	none; utility maint only
PSNH Easement - Southern	R50	11	12	y	n	PSNH	none; utility maint only
PSNH Easement - Southern	R51	1B	3.2	n	y	PSNH	none; utility maint only
PSNH Easement - Southern	R51	2	9	y	n	PSNH	none; utility maint only
PSNH Easement - Southern	R51	3	108	y	y	PSNH	none; utility maint only

## INVENTORY OF PUBLIC LANDS, EASEMENTS, AND RIGHTS-OF-WAY

### Public Service of NH and Plymouth Co-op Powerline Easement - Eastern

Beginning at Jenness Pond Road, the powerlines travel northwesterly to cross Rocky Point Road, follow through the junction of Shingle Mill Brook Road and Clough Road, bisect an unnamed Class VI Road, and continue to the Barnstead town line. North of Clough Road, these powerlines are about 1/3 mile away from the Central/Eastern powerlines as noted below.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Utility Easement- Eastern	R7	11	26	y	y	Plymouth Co-op	none; utility maint only
Utility Easement- Eastern	R8	1	114	y	y	Plymouth Co-op	none; utility maint only
Utility Easement- Eastern	R8	11	1.46	n	y	Plymouth Co-op	none; utility maint only
Utility Easement- Eastern	R8	13	7.59	n	y	Plymouth Co-op	none; utility maint only
Utility Easement- Eastern	R8	13A	2.26	n	y	Plymouth Co-op	none; utility maint only
Utility Easement- Eastern	R10	1	5	n	y	Plymouth Co-op	none; utility maint only
Utility Easement- Eastern	R10	2	5	n	y	Plymouth Co-op	none; utility maint only
Utility Easement- Eastern	R10	3	5	n	y	Plymouth Co-op	none; utility maint only
Utility Easement- Eastern	R10	4	5	n	n	Plymouth Co-op	none; utility maint only
Utility Easement- Eastern	R10	5	5	n	y	Plymouth Co-op	none; utility maint only
Utility Easement- Eastern	R10	6	5	n	y	Plymouth Co-op	none; utility maint only
Utility Easement- Eastern	R10	7	2	n/a	n/a	Plymouth Co-op	none; utility maint only
Utility Easement- Eastern	R11	4	12.7	n/a	n/a	PSNH	none; utility maint only
Utility Easement- Eastern	R11	5	7.6	n/a	n/a	PSNH	none; utility maint only
Utility Easement- Eastern	R11	6	7.7	n	y	PSNH	none; utility maint only
Utility Easement- Eastern	R11	7	10.4	n	n	PSNH	none; utility maint only
Utility Easement- Eastern	R11	8	7.1	n/a	n/a	PSNH	none; utility maint only
Utility Easement- Eastern	R11	9	7.1	n	y	PSNH	none; utility maint only
Utility Easement- Eastern	R11	10	5.5	n	n	PSNH	none; utility maint only
Utility Easement- Eastern	R11	11	1.5	n	y	PSNH	none; utility maint only
Utility Easement- Eastern	R11	12	1.5	n	y	PSNH	none; utility maint only
Utility Easement- Eastern	R11	21	5	n	y	PSNH	none; utility maint only
Utility Easement- Eastern	R11	22	6.4	n	y	PSNH	none; utility maint only
Utility Easement- Eastern	R11	23	6.1	n	y	PSNH	none; utility maint only
Utility Easement- Eastern	R11	30	1.5	n	y	PSNH	none; utility maint only
Utility Easement- Eastern	R26	1	102	y	y	Plymouth Co-op	none; utility maint only
Utility Easement- Eastern	R26	7	11	y	n	Plymouth Co-op	none; utility maint only
Utility Easement- Eastern	R26	8	5.7	n/a	n/a	Plymouth Co-op	none; utility maint only
Utility Easement- Eastern	R26	12	13	n/a	n/a	Plymouth Co-op	none; utility maint only
Utility Easement- Eastern	R26	13	12.9	n/a	n/a	Plymouth Co-op	none; utility maint only
Utility Easement- Eastern	R26	14	12	n/a	n/a	Plymouth Co-op	none; utility maint only
Utility Easement- Eastern	R27	15	26	y	y	Plymouth Co-op	none; utility maint only
Utility Easement- Eastern	R27	16	1.42	n	y	Plymouth Co-op	none; utility maint only
Utility Easement- Eastern	R27	17	30	y	n	Plymouth Co-op	none; utility maint only

**Public Service of NH, Plymouth Co-op, and NH Co-op Powerline Easement - Central/Eastern**

This utility corridor begins on Catamount Road just to the east of Thompson Road. Generally following along or just east of Thompson Road, the powerlines continue through Clough Road until the Barnstead town line. At their northernmost point, north of Clough Road, these powerlines are about 1/3 mile away from the Eastern powerlines as noted above.

<b>Name</b>	<b>Map #</b>	<b>Lot #</b>	<b>Acres</b>	<b>Curr Use?</b>	<b>Bldg?</b>	<b>Enforcement</b>	<b>Public Uses</b>
Utility Easement -Central/Eastern	R7	7	41	y	y	Plymouth Co-op	none; utility maint only
Utility Easement -Central/Eastern	R7	8	0.1	n	n	Plymouth Co-op	none; utility maint only
Utility Easement -Central/Eastern	R7	9	5	n	y	Plymouth Co-op	none; utility maint only
Utility Easement -Central/Eastern	R7	17	12.2	n	y	Plymouth Co-op	none; utility maint only
Utility Easement -Central/Eastern	R12	3	78.86	y	n	NH Co-op	none; utility maint only
Utility Easement -Central/Eastern	R12	7	66	n	n	NH Co-op	none; utility maint only
Utility Easement -Central/Eastern	R25	1	50	y	y	PSNH	none; utility maint only
Utility Easement -Central/Eastern	R25	2	107	y	n	PSNH	none; utility maint only
Utility Easement -Central/Eastern	R25	1A	15	y	y	PSNH	none; utility maint only
Utility Easement -Central/Eastern	R29	2	6	n	y	NH Co-op	none; utility maint only
Utility Easement -Central/Eastern	R29	4	6.88	n	y	NH Co-op	none; utility maint only
Utility Easement -Central/Eastern	R29	1C	35	n	n	NH Co-op	none; utility maint only
Utility Easement -Central/Eastern	R29	1D	40	y	n	NH Co-op	none; utility maint only
Utility Easement -Central/Eastern	R29	1E	40	y	y	NH Co-op	none; utility maint only
Utility Easement -Central/Eastern	R29	3A	2.83	n	y	NH Co-op	none; utility maint only
Utility Easement -Central/Eastern	R29	3B	2.84	n	n	NH Co-op	none; utility maint only

**Public Service of NH Powerline Easement - Western**

The fourth and final powerline corridor covers the western section of Pittsfield in an S-shaped pattern. Beginning at the Chichester town line just west of Ingalls Road, the powerlines then cross Ingalls Road, where they cross Loudon Road and Levitt Road. Between Loudon and Levitt Roads, a short spur connects the main corridor to Route 28. After crossing Levitt Road, the powerlines generally follow Cameron Drive, and cross Norris, Upper City, and Shaw Roads until they reach the Barnstead town line.

<b>Name</b>	<b>Map #</b>	<b>Lot #</b>	<b>Acres</b>	<b>Curr Use?</b>	<b>Bldg?</b>	<b>Enforcement</b>	<b>Public Uses</b>
Utility - Western	R3	7	40.2	y	n	PSNH	none; utility maint only
Utility - Western	R3	5A	40.81	y	n	PSNH	none; utility maint only
Utility - Western	R3	7B	11	y	n	PSNH	none; utility maint only
Utility - Western	R4	2	74.5	y	y	PSNH	none; utility maint only
Utility - Western	R16	3	35	n	n	PSNH	none; utility maint only
Utility - Western	R16	10	1	n	y	PSNH	none; utility maint only
Utility - Western	R16	4A	1.74	n	y	PSNH	none; utility maint only
Utility - Western	R16	8D	43.26	y	n	PSNH	none; utility maint only
Utility - Western	R20	11	1.04	n	y	PSNH	none; utility maint only
Utility - Western	R20	11A	1.14	n	y	PSNH	none; utility maint only

## INVENTORY OF PUBLIC LANDS, EASEMENTS, AND RIGHTS-OF-WAY

Utility - Western	R20	2D	1.95	n	y	PSNH	none; utility maint only
Utility - Western	R20	2E	2.35	n	y	PSNH	none; utility maint only
Utility - Western	R20	2H	1.91	n	y	PSNH	none; utility maint only
Utility - Western	R20	2I	1.84	n	y	PSNH	none; utility maint only
Utility - Western	R21	9	30	n	y	PSNH	none; utility maint only
Utility - Western	R21	10	45	y	n	PSNH	none; utility maint only
Utility - Western	R34	20	48.6	n	y	PSNH	none; utility maint only
Utility - Western	R34	24	8.54	n	y	PSNH	none; utility maint only
Utility - Western	R34	31	6	n	y	PSNH	none; utility maint only
Utility - Western	R35	2	2	n	y	PSNH	none; utility maint only
Utility - Western	R35	5	36	y	n	PSNH	none; utility maint only
Utility - Western	R35	6	98.4	y	n	PSNH	none; utility maint only
Utility - Western	R35	25	3.27	n	y	PSNH	none; utility maint only
Utility - Western	R35	47	2.1	n	y	PSNH	none; utility maint only
Utility - Western	R38	4	11	n	y	PSNH	none; utility maint only
Utility - Western	R38	5	14.95	n	n	PSNH	none; utility maint only
Utility - Western	R38	6	3.3	n	y	PSNH	none; utility maint only
Utility - Western	R38	7	13	y	n	PSNH	none; utility maint only
Utility - Western	R38	8	7.9	y	n	PSNH	none; utility maint only
Utility - Western	R38	9	50	y	n	PSNH	none; utility maint only
Utility - Western	R38	10	90	y	n	PSNH	none; utility maint only
Utility - Western	R38	5A	13.35	y	n	PSNH	none; utility maint only
Utility - Western	R38	9B	4.9	y	n	PSNH	none; utility maint only





### III. INVENTORY OF EXISTING TRAILS

Two types of trails are being identified for this Plan: non-motorized and motorized. The trails listed in this chapter are being separated into one of these two groups for functional as well as organizational purposes. By inventorying both motorized and non-motorized trails, it can be determined if enough opportunities have been made available to both types of users. Here, Pittsfield currently has many more established motorized trails than non-motorized trails although it is typically more difficult to obtain permission for motorized trails. The reason for the large number of motorized trails in Pittsfield is due to the work of the local snowmobile club. Additional non-motorized trails should be considered in order to complete a trail network; it is also known that there are several private trails within the Town that are not listed in the **NON-MOTORIZED TRAILS** section because landowners have not been contacted. Techniques for talking with landowners and establishing trails, both non-motorized and motorized, are listed in the **IMPLEMENTATION MEASURES** chapter.

The trails identified in this section are referenced by a circled number **0** which correlates to the **Existing Trails System Map** found at the back of this Plan. A summary chart entitled **Summary of Existing Trails and Rights-of-Way** is found at the end of this chapter. This chart is meant to provide, at a glance, the Public Uses for each trail and if each landowner has granted permission for using the trail on his or her property.

#### NON-MOTORIZED TRAILS

Non-motorized trails are those which are designed for pedestrian, cycling, or equestrian use during the warm months as well as cross-country skiing, snowshoeing, and dog-sledding during the winter. Pittsfield has only one trail that is so listed in this section. The trail has not been officially designated as a non-motorized trail by the Town or by a landowner but is listed as such because non-motorized uses are typically the least intrusive type of use.

Future editions of this Plan may include additional non-motorized trails. In preparation for this, a Public Uses column will note the restrictions of trails by the landowners. Note that some of the trails listed in the non-motorized section will be private trails where landowner permission has not been acquired for public use of these trails. They will be listed in the Plan with the intent to attempt, in the future, to acquire landowner permission for use of these trails.

For this Plan, the only trail listed in this section is the Historic Trail, which does not fall onto any particular parcel but follows along the roadways and sidewalks.

#### Non-Motorized Winter Trail Uses:

cross-country skiing  
snowshoeing  
dog-sledding  
horse driving (carriage / sled)

#### Non-Motorized Summer Trail Uses:

walking / hiking  
mountain biking  
horseback riding  
roller-blading / skateboarding -  
(where permitted by

### Historic Trail in Downtown Pittsfield

This 1.5 walking trail follows along Class V roads in the downtown area taking visitors to 35 different historical stops along the way. The Pittsfield Historical Society put forth a tremendous effort to develop the trail and its accompanying historic markers, many of which were donated. The trail creates a loop, travelling along Park Street, Carroll Street, Broadway, Main Street, Water Street, River Road, Bridge Street, Fayette Street, Depot Street, and Elm Street. Some of the sites on the Historic Trail include the Old Meeting House Cemetery, Tuttle Mansion, Opera House Block, Fort Wilkins, Washington House, and Drake Field. The Historical Society is currently working on an "outer" Historic Trail that expands beyond the downtown area.

## **MOTORIZED TRAILS**

Motorized trails are typically considered those suitable for all-terrain vehicle (ATV), four wheel-drive vehicle (4WD), snowmobile, or motorbike usage. Often times, motorized trails are posted to accommodate one or more of the different types of vehicles and not all of the types; also, not all motorized trails are suitable for non-motorized use because of the potential danger of multiple uses or by landowner agreement. The *Public Uses* states the uses of the trail permitted by private landowners; all other uses require explicit permission by the landowners. When discussing existing trails, one or more groups hold the responsibility for maintaining these trails across private (or public) property. This group is identified in the *Enforcement* column.

#### Motorized Winter Trail Uses:

ATV'ing  
snowmobiling

#### Motorized Summer Trail Uses:

motorbiking  
ATV'ing

All of the established motorized trails within the Town are snowmobile trails organized and maintained by the Suncook Valley Sno Riders. Permission has been obtained from all landowners for winter snowmobile usage. Two major trails cover the western and northeastern portions of Pittsfield. For identification purposes, these trails are examined in segments between roadways.

### **Suncook Valley Sno Riders**


Pittsfield's local snowmobile club is an organized group that has done extensive trails work within the Town for the group's winter use. Members contacted landowners about allowing access to their property, and obtained the necessary agreements, constructed the trails with volunteer labor and grant funds, and maintain the trails during the summer and winter months.

In order to protect the interests and agreements of both the Suncook Valley Sno Riders and the private landowners who have allowed snowmobile access, these trails must not be used by individuals during the summer without explicit landowner permission. In addition, because the Sno Riders work hard to create and maintain the trails, cooperation with the club is highly encouraged before any use of the trails, other than winter snowmobile use, is undertaken.

Unfortunately, unauthorized summer motorized vehicle use of the trails have torn up the maintained trails. Private property owners do not appreciate the abuse of the recreation privilege they have granted and can close the trails to the public, thus terminating an essential link to the Sno Rider's trail system that they have worked very hard to accomplish.

Because the Sno Riders have created and maintained these trails, noted below, the utmost respect should be given to the Public Uses of the trails.

The parcels listed below each trail segment were taken from the tax maps based upon the approximate location of the snowmobile trails. The Enforcement column indicates who has taken responsibility for the maintenance and security of the trail. The Suncook Valley Sno Riders have not confirmed the listed parcels in order to retain the privacy of landowners; therefore, the parcels listed are may or may not be accurate. Instead, please contact the Sno Riders directly with specific property questions. A "n/a" listing indicates that the parcel is tax-exempt (usually owned by the Town).

The important limitation of the GPS within this Plan is its inability to correlate with the tax maps (see **Methodology** in the **INTRODUCTION**). Therefore, those trails indicated in the Plan with  may or may not have the appropriate parcels listed. Additional field checking should be

#### Snowmobile Trail Segment from Tilton Hill Road to Barnstead



Entering the trail through a field immediately adjacent (to the southwest) of the impassable southerly section of an abandoned railway, at the rear of a large farm, the trail section proceeds in a northeasterly direction for approximately one mile until it intersects with Province Road in Barnstead. There is a small area for parking at Province Road. The trail is easy to follow, being flat and straight, as it follows the former railroad bed. Views from the trail include the Suncook River directly to the northwest and several wetland areas to the southeast.

Another short section of the abandoned railroad bed can be found beyond the ballfield, but a recent breach in a beaver dam washed out part of the trail.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Snowmobile Trail - Eastern	R5	1	102	y	y	Suncook Valley Sno Riders	snowmobiling
Snowmobile Trail - Eastern	R5	3	3.1	n	n	Suncook Valley Sno Riders	snowmobiling
Snowmobile Trail - Eastern	R15	11	16.93	y	y	Suncook Valley Sno Riders	snowmobiling
Snowmobile Trail - Eastern	R15	14	14.57	y	n	Suncook Valley Sno Riders	snowmobiling

2



### Snowmobile Trail Segment from True Road to Tilton Hill Road

The trail begins at a Class VI roadway known as True Road off of Route 107 (Catamount Road) and travels northwesterly to Tilton Hill Road. The head of the trail is located at a widening of True Road, where there is limited area for parking alongside the road. Although the trail is in summer good condition, it was evident that some areas of the trail experience seasonal flooding, making travel difficult. Some wet areas are professionally bridged while others are bridged with logs. The trail generally follows a small stream that originates from an active beaver pond located at the base of Catamount Mountain. Much of the portion of the trail along the stream is shrouded with a dense canopy of evergreen branches; also found are two massive white pine trees. The trail terminates at the Pittsfield Ball Fields, located on Tilton Hill Road. At the terminus, the trail junctions with another trail heading north/south, which are the remains of an abandoned railway. The railway is currently unpassable to the southern portion of the junction, as the existing bridge has collapsed.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Snowmobile Trail - Eastern	R13	6	57	n	n	Suncook Valley Sno Riders	snowmobiling
Snowmobile Trail - Eastern	R13	7	70	n	n	Suncook Valley Sno Riders	snowmobiling
Snowmobile Trail - Eastern	R14	22	2.1	n	y	Suncook Valley Sno Riders	snowmobiling
Snowmobile Trail - Eastern	R14	23	2.28	n	n	Suncook Valley Sno Riders	snowmobiling
Snowmobile Trail - Eastern	R14	24	4.75	n	n	Suncook Valley Sno Riders	snowmobiling
Snowmobile Trail - Eastern	R14	25	4.1	n	n	Suncook Valley Sno Riders	snowmobiling
Snowmobile Trail - Eastern	R14	26	2.83	n	n	Suncook Valley Sno Riders	snowmobiling
Snowmobile Trail - Eastern	R14	27	2.1	n	y	Suncook Valley Sno Riders	snowmobiling
Snowmobile Trail - Eastern	R14	28	3.46	n	y	Suncook Valley Sno Riders	snowmobiling
Snowmobile Trail - Eastern	R14	29	6.73	n	n	Suncook Valley Sno Riders	snowmobiling
Snowmobile Trail - Eastern	R14	30	12.13	n	y	Suncook Valley Sno Riders	snowmobiling
Snowmobile Trail - Eastern	R14	31	6.51	n	n	Suncook Valley Sno Riders	snowmobiling
Snowmobile Trail - Eastern	R14	57	20	n	y	Suncook Valley Sno Riders	snowmobiling
Snowmobile Trail - Eastern	R14	60	59	y	y	Suncook Valley Sno Riders	snowmobiling

3



### Snowmobile Trail Segment from Thompson Road to True Road

Beginning at Thompson Road, the trail winds north and to the west traveling up moderate slopes for the first half of the trip. A long semi-circle is made along a hill of ledge, and the trail starts downhill. The trail follows along a stonewall for a short while until a wide snowmobile bridge is crossed. From the bridge, the trail continues about 1/4 mile until it intersects the Class VI True Road and continues through. The trail is easy to follow, with a total distance of approximately 1.5 miles.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Snowmobile Trail - Eastern	R12	1	124	y	n	Suncook Valley Sno Riders	snowmobiling
Snowmobile Trail - Eastern	R13	4	12	y	y	Suncook Valley Sno Riders	snowmobiling
Snowmobile Trail - Eastern	R24	4	165.85	y	n	Suncook Valley Sno Riders	snowmobiling

4



### Snowmobile Trail from Thompson Road to Catamount Road

On Thompson Road, at the same location noted above, the recently cut trail begins between two stone walls. Continuing in a south-easterly direction through open woodlands and thick spruce groves, the trail is on a gentle upward slope. Great ledge outcrops can be found on the right side of the trail. The snowmobile trail splits off after traveling through the Town land; the trail spur from Jenness Pond Road, mentioned below, is posted from this direction. The Thompson Road trail connects to a series of woodsroads, the main one of which leads to a farm where one must travel across a lawn in order to reach Catamount Road. Since the trail is new, is not yet well-signed and is difficult to follow at the beginning and end of the segment. It is approximately two miles in length.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Snowmobile Trail - Eastern	R25	1	50	y	y	Suncook Valley Sno Riders	snowmobiling
Snowmobile Trail - Eastern	R25	1A	15	y	y	Suncook Valley Sno Riders	snowmobiling
Snowmobile Trail - Eastern	R25	2	107	y	n	Suncook Valley Sno Riders	snowmobiling
Snowmobile Trail - Eastern	R28	2	130	y	y	Suncook Valley Sno Riders	snowmobiling
Snowmobile Trail - Eastern	R28	3	38.5	n/a	n/a	Suncook Valley Sno Riders	snowmobiling
Snowmobile Trail - Eastern	R29	1E	40	y	y	Suncook Valley Sno Riders	snowmobiling
Snowmobile Trail - Eastern	R29	8	13	y	n	Suncook Valley Sno Riders	snowmobiling
Snowmobile Trail - Eastern	R46	2	9.4	n	y	Suncook Valley Sno Riders	snowmobiling
Snowmobile Trail - Eastern	R46	14	90	y	n	Suncook Valley Sno Riders	snowmobiling

#### Snowmobile Trail Spur from Jenness Pond Road

5

This trail spur is actually a private trail of one of the Sno Riders who has given permission for the listing of the trail in this Plan. From the trail's junction with the Thompson Road to Catamount Road segment (above), the trail spur is posted no trespassing without permission.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Snowmobile Trail - Eastern Spur	R27	13	111	y	y	Suncook Valley Sno Riders	snowmobiling by permission
Snowmobile Trail - Eastern Spur	R27	15	26	y	y	Suncook Valley Sno Riders	snowmobiling by permission

#### Snowmobile Trail Segment along Colony Road to Chichester Town Line

6

The trail begins at the end of Ingalls road, opposite a Transformer Station near the Chichester town line. There is parking for about two vehicles along the shoulder. The trail is well defined, and skirts some housing as it winds to a power line easement. Much of this portion of the trail was flooded for hundreds of yards at a time, thus making hiking very difficult. There was evidence that the trail is used frequently by motorized vehicles.

## INVENTORY OF EXISTING TRAILS

The trail intersects with the powerlines and traverses through a field. The trail is less defined at this point and branches off into several directions, many of which terminate after a short distance. The main trail continues along a stone wall to wet area where it disappears into a wetland and continues again on the northeastern side of the far clearing. This portion of the trail is well defined and continues until it intersects again with Ingalls Road. The trail again becomes less clear as it crosses Loudon Road toward the beginning of Colony Road.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Snowmobile Trail - Western	R18	7	5	n	n	Suncook Valley Sno Riders	snowmobiling
Snowmobile Trail - Western	R18	8	16	y	n	Suncook Valley Sno Riders	snowmobiling
Snowmobile Trail - Western	R18	8A	5	n	y	Suncook Valley Sno Riders	snowmobiling
Snowmobile Trail - Western	R19	11	24	y	y	Suncook Valley Sno Riders	snowmobiling
Snowmobile Trail - Western	R19	12	22.37	y	n	Suncook Valley Sno Riders	snowmobiling
Snowmobile Trail - Western	R35	13	28	y	y	Suncook Valley Sno Riders	snowmobiling
Snowmobile Trail - Western	R35	14	3.2	n	y	Suncook Valley Sno Riders	snowmobiling
Snowmobile Trail - Western	R36	9	52	y	y	Suncook Valley Sno Riders	snowmobiling
Snowmobile Trail - Western	R38	3	38.5	n	y	Suncook Valley Sno Riders	snowmobiling
Snowmobile Trail - Western	R38	4	11	y	y	Suncook Valley Sno Riders	snowmobiling
Snowmobile Trail - Western	R38	5	14.95	n	n	Suncook Valley Sno Riders	snowmobiling

### Snowmobile Trail Segment from Range Road along Colony Road

7

About 1/4 from the Loudon town line, a snowmobile trail continues off of Range Road and travels through several Osborne WMA parcels and one private lot. It connects with the Class VI portion of Colony Road.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Snowmobile Trail - Western	R18	9	54	y	n	Suncook Valley Sno Riders	snowmobiling
Snowmobile Trail - Western	R18	8A	5	n	y	Suncook Valley Sno Riders	snowmobiling
Snowmobile Trail - Western	R18	8	16	y	n	Suncook Valley Sno Riders	snowmobiling
Snowmobile Trail - Western	R18	7	5	n	n	Suncook Valley Sno Riders	snowmobiling

### Snowmobile Trail Segment from Barnstead along Range Road

8

Beginning in Barnstead, Pittsfield's 1/4 mile section of trail cuts through one of the Osborne WMA lots (shown here) and connects with Class VI Range Road. Following Range Road in a westerly direction, it again crosses through another of the Osborne WMA lots (shown above) about 1/4 from the Loudon town line.

Name	Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
Snowmobile Trail - Western	R2	4	18	y	n	Suncook Valley Sno Riders	snowmobiling

## SUMMARY OF EXISTING TRAILS AND RIGHTS-OF-WAY

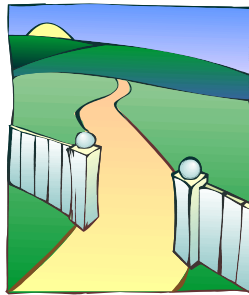
This graphical summary provides a snapshot of the previous two chapters and can be used as a guide to the **Existing Trail System Map**. The *Enforcement* column indicates who has taken responsibility for the maintenance and security of the trail. This summary chart does not endorse the use of any of the listed trails or rights-of-way; instead it is a compilation of the known trails within Town that may be conducive to public use with proper landowner permission (see *Landowner Permission Obtained* column). Careful consideration should be given as to whether or not a landowner has given permission for use of their land before attempting to use a trail.

## Existing Trails and Rights-of-Way (ROW)

Name	Map Symbol	Public Uses	Enforcement	Landowner Permission Obtained
Class VI ROW - Governor's Road		general public use	n/a	no
Class VI ROW - True Road		general public use	n/a	no
Class VI ROW - Range Road		general public use	n/a	no
Class VI ROW - Daroska Road		general public use	n/a	no
Class VI ROW - Sanborn Road		general public use	n/a	no
Class VI ROW - Colony Road		general public use	n/a	no
Class VI ROW - Unnamed Road between Shaw & Upper City Roads		general public use	n/a	no
Class VI ROW - Lane Road		general public use	n/a	no
Class VI ROW - Thompson Road segment between Old Rte 107 & Johnson Road		general public use	n/a	no
Class VI ROW - Thompson Road Shingle Mill Brook Road to Barnstead		general public use	n/a	no
Class VI ROW - Shingle Mill Brook Road		travel throughway only	n/a	no
Class VI ROW - "Wild Goose Pond Road" (unnamed)		general public use	n/a	no
Snowmobile Trail Segment-Former Railroad ROW-Tilton Hill Road to Barnstead	1	winter use only - snowmobiling	Suncook Valley Sno Riders	yes, for winter only
Snowmobile Trail Segment-True Road to Tilton Hill Road	2	winter use only - snowmobiling	Suncook Valley Sno Riders	yes, for winter only
Snowmobile Trail Segment-Thompson Road to True Road	3	winter use only - snowmobiling	Suncook Valley Sno Riders	yes, for winter only
Snowmobile Trail Segment-Thompson Road to Catamount Road	4	winter use only - snowmobiling	Suncook Valley Sno Riders	yes, for winter only
Snowmobile Trail Segment-Spur from Jenness Pond Road	5	winter use only - snowmobiling	Suncook Valley Sno Riders	yes, for winter only
Snowmobile Trail Segment-along Colony Road to Chichester	6	winter use only - snowmobiling	Suncook Valley Sno Riders	yes, for winter only
Snowmobile Trail Segment-Range Road along Colony Road to Ring Road	7	winter use only - snowmobiling	Suncook Valley Sno Riders	yes, for winter only
Snowmobile Trail Segment-along Range Road to Barnstead	8	winter use only - snowmobiling	Suncook Valley Sno Riders	yes, for winter only
Historic Trail-Downtown	9	general public use	Historical Society	not applicable
Former Railroad ROW - Webster Mills Road to Epsom	10	contact landowners for permission	private	no
Former Railroad ROW -	11	contact landowners for	private	no

## INVENTORY OF EXISTING TRAILS

Clark Street to Webster Mills Road		permission		
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## IV. PROPOSED OPEN SPACE TRAIL SYSTEM



Imagine being able to freely travel from one side of Pittsfield to the other by using footpaths that meander through the woods. These woods seem to stretch on indefinitely, offering chance sightings of wildlife and bubbling brooks to rest beside. Imagine being able to climb to the top of Catamount Mountain and scanning the vast, surrounding greenscape, with the downtown village of Pittsfield nestled below in between the hilltops, and smelling the fresh pine and spruce forests. Imagine bicycling high along the Suncook River on a hot sunny day as the river cascades over the rocks and invites a refreshing dip. These are the ideas that an open space trail system can bring to reality.

An examination of the Pittsfield's existing trail system has led to a variety of trail types and permitted uses of the trails/rights-of-way. Trails are found on private land and public land; some trails are currently used without permission and some are used with permission; some are maintained and some are overgrown. The Town has an unprecedented opportunity to partner with the primary creator and maintainer of these existing trails, the Suncook Valley Sno Riders.

Class VI roads could be considered "pre-existing" trails in a sense and can help form the foundation of an open space trail system. A next step could be to designate an existing trail or right-of-way (such as a Class VI Road) as Class A or B, through a vote of Town Meeting. Although this would officially recognize a trail and gives certain benefits, a designation reduces or eliminates the some rights of abutters, and permanently removes the Class VI status of an existing road. See the **IMPLEMENTATION MEASURES** chapter for more information.

As well, the Town is owner of hundreds of acres of land and many conservation easements are held either by the Town or by other organizations. These resource alone afford many opportunities to create or expand the existing trail system within the framework of existing and future potential public access lands. Connections can be created from one parcel to another through trail construction. With careful planning, contiguous blocks of land can be permanently preserved as open space for future generations to enjoy.

The **Proposed Open Space Trail System Map** gives a visual representation of where current trails lie as well as proposed linkages to the existing trails. Six specific linkages to trail segments mentioned in the previous section have been recommended. Of particular note is the fact that almost every trail, with the exception of the Historic Trail and Class VI Roads, is located on privately owned land. It is imperative that respect and privacy be given to private landowners and that a cooperative relationship is established between the Town and these landowners. The circled numbers on the map denote existing trails, while the squared letters indicate proposed

This Section:

- γ Railroad / Suncook River Corridor
- γ Water Management Land
- γ Powerline Corridors
- γ Conservation and Public Land
- γ Class VI Roads
- γ Historic Trail Linkages
- γ Snowmobile Trails
- γ Summary of Proposed Open

trail linkages. Based on the existing conservation parcels, or upon the outstanding qualities of a property, eight strategic parcels have been selected to consider for permanent protection.

The **Potential Trail Locations or Connections** chart, at the end of this chapter, shows a list of the new trails recommended in this chapter. In addition, the **Parcels to be Considered for Conservation Easement** summary chart is located at the end this chapter. Although trail-specific Recommendations are given at the end of the following sections, these General Recommendations are designed to be among the first considered for action by the Town of Pittsfield:

### General Recommendations of Open Space Trail System Plan

- General Recommendation: Establish a permanent Trails Committee, comprised of various interests within Town, in order to oversee the maintenance of any trails that the Town wants to establish and to begin initiating contact with landowners of existing and proposed trails.
- General Recommendation: Adopt this Open Space Trail System Plan as a sub-element of the updated Master Plan.
- General Recommendation: Work with the Suncook Valley Sno Riders to learn how to approach landowners and to enter into a cooperative trail creation and maintenance relationship.
- General Recommendation: Educate the landowners of parcels under current use, particularly owners of those large parcels without buildings on them, of the benefits of conservation easements.
- General Recommendation: Dedicate appropriate Town-owned tax-deeded parcels as permanent Town Forests or Town Parks through Town Meeting (see **APPENDIX A**).
- General Recommendation: Gain public support by holding a series of public educational sessions about land protection, stewardship, what the Conservation Commission and Trails Committee do, and about this Open Space Trail System Plan. Alternatives include writing a series of news articles, writing and distributing flyers, or holding one-on-one meetings with landowners.
- General Recommendation: Publicize the public trails within Town by publishing a brochure, creating a trail-specific map series, or by holding special events.
- General Recommendation: Pursue grant funds to help meet the Recommendations of this Plan.
- General Recommendation: Enforce the requirement of developers to donate easements or land (for major subdivisions of more than 3 lots) and amend the Site Plan Review Regulations and Subdivision Regulations to require construction of trails on properties near existing or proposed trail networks.
- General Recommendation: Review the Zoning Ordinance and Subdivision and Site Plan Review Regulations for how they can be improved to help meet the Recommendations of this Plan.

## RAILROAD / SUNCOOK RIVER CORRIDOR

The former railroad right-of-way affords an excellent, well-maintained means to travel by foot, horseback, cross-country skiing, by mountain bike or even by motorbike. The corridor, beginning at the Epsom town line (where it becomes posted for trespassing), travels north along the Suncook River for approximately 2.5 miles, where it skirts the wastewater treatment plant, follows down its paved driveway and down the paved driveway of the adjacent White Brook Apartments, and continues on to Clark Street and beyond. Although the majority of this land is privately owned, the trail is actively used by many as evidenced by the footprints, horse hoofprints, as well as mountain bike and motorbike tracks.

Although much of the old railroad is "lost" in downtown Pittsfield, the "missing" section between Clark Street and Tilton Hill Road can be recreated by establishing links via paved roadway or through obtaining permission for private trails usage. The corridor can serve as an important north-south recreational travel route. The trail could first connect to the Historic Trail, and then the link could be established to the spur off of Tilton Hill Road.

Many of the areas are wet, but all of it is at least six feet wide and is relatively flat with no noticeable slope change. The trail is hardpacked along the majority of the entire stretch. Ideal uses for this trail are primarily non-motorized, but thought should be given to allowing motorized summer access to two sections: Clark Street to South Main Street and Webster Mills Road to the Epsom town line. As the entire railroad bed was formerly used by snowmobiles, a partnership could be forged for winter use.

### Recommendations of Railroad / Suncook River Corridor

#### Recommendation:

10 11

Contact each landowner who owns the land on which the former railroad right-of-way falls, beginning at the Epsom town line and continuing to Clark Street, to ask for specific permission for using the trail for non-motorized summer and winter uses. Where appropriate, motorized access should be requested for snowmobiles, motorbikes and ATVs.

#### Re A m 9 ation:

A 9

Establish a trail connection between Clark Street and Broadway which would connect to the Historic Trail by contacting landowners for permission to either construct a trail or reuse portions of the former railroad right-of-way.

#### Re B m 9 ation:

B 9

Establish a trail connection from Broadway to the Tilton Hill Road railroad trail segments, preferably traveling between Tilton Hill Road and the Suncook River, by contacting landowners for permission to either construct a trail or reuse portions of the former railroad right-of-way.

### WATER MANAGEMENT LAND

The land owned by the Pennichuck Water Works, formerly known as the Pittsfield Aqueduct Company, which abuts Berry Pond has potential for being host to non-motorized trails. As the point of the land's conservation is to protect the Town's water supply area, trails would have to be located strategically, perhaps along the ledges off of Governor's Road. Pedestrian access is the only suggested use as mountain bikes, equestrians, and motorized vehicles will cause erosion; in addition, these modes of recreation have the means to contaminate the water supply.

Governor's Road itself requires attention. The lots on the left side of this Class VI road, owned by and in conservation easement by the Pennichuck Water Works, are host to solid, non-biodegradable refuse as well as household waste. Concrete pilings, garbage bags with plastic containers and aluminum cans, and rusting metal appliances are only some of the items found strewn for two hundred yards alongside Governor's Road. Individuals who use the road for recreation have also left, in passing, their own kinds of non-biodegradable waste. As this land is protecting the Town's water supply of Berry Pond, this situation may pose a health hazard. The Pennichuck Water Works should be contacted about this matter as they may be unaware of the condition of their property.

#### Recommendations of Water Management Land

Recommendation:

C

Create a pedestrian trail across the water supply land with the permission of Pennichuck Water Works, beginning at the Class VI portion of Governor's Road and ending at True Road.

Recommendation:

Notify the Pennichuck Water Works about the condition of their lots abutting the Class VI portion of Governor's Road. Ask them to remove the debris and if they would be willing to monitor the condition of this portion of Governor's Road to prevent any future dumping.

## POWERLINE CORRIDORS

Some of the powerline corridors, including the Central-Eastern, are very narrow and may not be conducive to either motorized or non-motorized travel. The Southern corridor is wide and well maintained by PSNH, but there are significant elevation changes that may make travel difficult in some areas. Mountain biking and motorized travel may be difficult. Nonetheless, the pre-existing span and length of the corridors provide excellent opportunities for trails and trail linkages.

### Recommendations of Powerline Corridors

#### Recommendation:

Contact Public Service of New Hampshire (PSNH), Plymouth Co-op, and NH Co-op to ascertain their interest in working to create a trail system using their powerline easements. They may be willing to help talk to the landowners.

#### Recommendation:

F

Contact the landowners and PSNH/Plymouth Co-op for permission to use a portion of the Eastern corridor as a trail connection from the tax deeded land off of Clough Road (see **INVENTORY OF PUBLIC LANDS, EASEMENTS, AND RIGHTS-OF-WAY**) to Jenness Pond Road. Non-motorized use of the corridor may be most appropriate.

#### Recommendation:

H

Contact the landowners and PSNH for permission to use the Southern powerline corridor as a trail connection from the former railroad right-of-way to the Drake/Mayo easement. Non-motorized use of the

## CONSERVATION AND PUBLIC LAND

### Trails on Conservation and Public Land

Some of the conservation land within Pittsfield has snowmobile trails crossing through them. Both the Osborne Wildlife Management Area and a landlocked Town parcel near Eaton Pond allow winter travel and have the potential for summer access as well.

The Town owns hundreds of acres of land, many of which tax deeded. The Town needs to consider what it wants to do with each parcel of land; some may be more valuable to keep for conservation purposes and others are best suited for resale. Parcels directly abutting the Suncook River have public recreation value in the form of parks. Also, the large contiguous tract of land acquired by tax deed off of Clough Road, Greer Lane and Rocky Point Road, offer additional opportunities for creating a trail linkage.

The Dustin Barker Town Forest, itself almost 45 acres, is surrounded by the newly acquired Kimball Conservation Easement. An opportunity exists for the creation of a looping trail system in the Town Forest with linkages connecting to Class VI Colony Road and to the Chichester town line. The southernmost trail could wind along the shore of the small wetland, offering a different scenic vantage.

### Recommendations of Trails on Conservation and Public Land

#### Recommendation:

C

D

Utilize the Class VI portion of Governor's Road, at its intersection with Mountain Road, as the beginning of a trail connector along Lane Road to the Drake/Mayo conservation easement.

**Additions to Conservation and Public Lands Holdings**

As a matter of recreational value, aesthetics, and practicality, key areas to consider contacting landowners for conservation easements will include those large parcels adjacent to water bodies which are also convenient to roadway access. Other areas which hold irreplaceable value are those which are mountains, hills, or scenic viewsheds.

Area (G1). Two large lots, Map R16 Lots 1 and 2, are located between Upper City and Shaw Roads. Lot 2 abuts the unnamed Class VI extension between the two roads. Conservation of these two lots will protect the scenic viewshed of the area, which is next to Jenness Hill.

Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
R16	1	94	y	y	private	none
R16	2	47	n	n	private	none

Area (G2). An opportunity to protect almost a half-mile of Suncook River shoreline exists with the conservation of Map R5, Lot 4. This large parcel fronts Route 28 and is across the river bend from two small Town-owned lots. A recreation/park potential exists where an easement could provide public access to the River.

Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
R5	4	3.9	y	n	private	none

Area (G3). A scenic ridge of Catamount Mountain can be preserved with an easement of Map R24, Lot 3. This lot abuts a 54 -acre parcel of Town-owned land off of Thompson Road. An easement on Lot 3 could give the public access to enjoy the beautiful views and landscape afforded by the ledges and wildlife of the area.

Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
R24	3				private	none

Area (G4). One large lot almost completely surrounds Blake Pond and connects to Town-owned land on Tan Road. Map R44, Lot 6 fronts both Tan and Governor's Roads, along with a section on Catamount Road. By protecting the shoreline of this Pond from development with a conservation easement, public access to the Pond can be granted through the Town's land on Tan Road.

Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
R44	6	133	y	y	private	none

Area (G5). On the opposite side of Catamount Road, directly north of Area G-4, is an opportunity to preserve Eaton Pond in a similar manner. The Pond is located on two lots, Map R29, Lots 6 and 1B. Public access could be granted through either parcel through means of a conservation easement.

Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
R29	6	22	n	y	private	none
R29	1B	30	n	n	private	none

Area (G6). The Town's largest water body, Wild Goose Pond, which is shared with the Town of Strafford, is relatively untouched from development on Pittsfield's side. The only public access to the Pond is via an unnamed Class VI roadway from Clough Road. Conservation of Map R29 Lot 2 will protect half the shoreline of Wild Goose Pond within the Town and could give the public access through the unnamed roadway.

Map #	Lot #	Acres	Curr Use?	Bldg?	Enforcement	Public Uses
R29	2	6	n	y	private	none

#### Recommendations of Additions to Conservation and Public Land Holdings

G1 G2 G3 G4 G5 G6

#### Recommendation:

Contact each landowner of the suggested parcels and educate them about the benefits of conservation easements. If appropriate, request the donation of an easement or request a temporary

## CLASS VI ROADS

Class VI roads are still owned by the Town, although many now appear no bigger than footpaths. Because of their limited use and Town ownership, these roads could be fairly utilized by ATVs and motorbikes as well as pedestrian and equestrian use.

Due to the nature of Class VI roads, they present the easiest conversion to trails; the Town owns each of the roads despite their unmaintained status and the roads already follow a course which leads to a destination. For more information on Class VI roads, please refer to the **IMPLEMENTATION MEASURES** chapter.

### Recommendations of Class VI Roads

<u>Recommendation:</u>	Undertake an on-foot survey of all Class VI roads within Town to gauge their ability to sustain certain types of trails usage.
<u>Recommendation:</u>	Identify for designation as Class A or B trails some of the Class VI roads within Town by working with abutting landowners (see <b><u>IMPLEMENTATION MEASURES</u></b> ).
<u>Recommendation:</u>	Work with abutting landowners to share maintenance and monitoring duties of the Class VI roads being used as trails.
<u>Recommendation:</u>	Conduct research to ascertain if any of the Class VI roads have been voted at Town Meeting as permanently discontinued.



## HISTORIC TRAIL LINKAGES

The downtown Historic Trail follows along the paved walkways of sidewalks and Class VI roads. However, a linkage can be established to allow for the continuation of a trail along the former railroad bed, thus allowing a connection from Clark Street to Tilton Hill Road from the Historic Trail.

A linkage that is established in the downtown area allows residents and visitors access to other parts of the Town. People can walk or use their mountain bikes to travel from the Historic Trail to either the northern or southern sections of the railroad bed. However, once on the railroad trail, other means of recreational usage can be undertaken where motorbikes or horses can be ridden in the summer months.

### Recommendations of Historic Trail Linkages

Recommendation:



Establish a linkage from Clark Street to Prospect Street by contacting landowners for permission to use the former railroad right-of-way as a trail.

Recommendation:



Establish a linkage from Broadway to Tilton Hill Road by contacting landowners for permission to use the former railroad right-of-way as a trail.

Recommendation:

Revise the Historic Trail brochure map to include the connections to

## SNOWMOBILE TRAILS

The snowmobile trails within Pittsfield are a highly organized and maintained trail system. They are an essential link to establishing pedestrian and equestrian recreational trails since they are wide and maintained. Winter x-country skiing usage is not recommended because of the danger to the skier. Warm weather usage could include hiking, mountain biking and horseback riding. Motorbike or ATV usage is not recommended due to the damage which could result to the snowmobile trail.

These trails have been created by the volunteer labor of the Suncook Valley Sno Riders, who obtained landowner permission for each portion of the trail, constructed the trails, and maintain the trails. Respect for the trail and the land on which it resides should be given when using these trails for winter use; if landowner permission is granted for summer use, the same respect should be given.

### Recommendation of Snowmobile Trails



Recommendation:

Work with the Suncook Valley Sno Riders to approach landowners for permission to use the established snowmobile trails during the summer (see also **General Recommendations**).

Recommendation:

Work with the Suncook Valley Sno Riders to share monitoring and/or maintenance duties of the snowmobile trails during warm weather.

**SUMMARY OF PROPOSED OPEN SPACE TRAIL SYSTEM**

A series of detailed recommendations have been proposed in order to reach the third goal of the Plan, which is to "Provide recommendations on how to obtain the linkages and maintain a trail system". Those recommendations work toward retaining the trail and land resources that the Town already has as well as summarizing the potential of an open space trail system by linking the existing with the proposed:

**Potential Trail Locations or Connections**

<b>Name</b>	<b>Map Symbol</b>	<b>Public Uses</b>	<b>Enforcement</b>	<b>Landowner Permission Obtained</b>
Former Railroad ROW Connection- Clark Street to Prospect Street (Historical Trail)	A	to be determined	to be determined	no
Former Railroad ROW Connection- Broadway to Tilton Hill Road (Historical Trail)	B	to be determined	to be determined	no
Pennichuck Water Works Land Connection- Governor's Road to True Road	C	to be determined	to be determined	no
Connection from Governor's to Class VI Lane Road - Class V Land Road	D	to be determined	to be determined	no
Dustin Barker Town Forest Trail Loop with Kimball Easement Trails	E	to be determined	to be determined	no
Trail from Shingle Mill Brook Road to Jenness Pond Road - Via Town Property and PSNH/Plymouth Co-op Eastern Powerline	F	to be determined	to be determined	no

**Parcels to Consider for Conservation Easement**

Location of Parcel	Map Symbol	Map #	Lot #	Functional Value of the Parcel	Landowner Contacted
Between Upper City and Shaw Roads	G-1	R16	1	viewshed protection and public access	no
Between Upper City and Shaw Roads	Gi1	R16	2	viewshed protection and public access	no
Between Route 28 and Suncook River	G-2	R5	4	shoreline conservation and public access	no
Between Mullen and Sanderson Drives	G-3	R24	4	viewshed protection and public access	no
Between Tan, Governor's and Catamount Roads	G-4	R44	6	Blake Pond protection and public access	no
Off Catamount Road	G-5	R29	1B	Eaton Pond protection and public access	no
Off Catamount Road	G-5	R29	6	Eaton Pond protection and public access	no
Off Unnamed Road off of Clough Road	G-6	R9	2	Wild Goose Pond protection and public access	no

In order to make the vision a reality, practical methods will need to be employed. Property ownership is an emotional issue; concerns about privacy, liability, and damages are justified. Implementation of the **PROPOSED OPEN SPACE TRAIL SYSTEM** can be accomplished through creating good relations with people, educating landowners, and having a dedicated core of people who believe that Pittsfield will be a better place to live and raise children if rural character is preserved.



### **V. IMPLEMENTATION MEASURES**

After the inventorying phase and recommendation phase of a plan follows what is perhaps the most difficult and time-consuming aspect of any plan or study - implementation. All of the good ideas and worthy efforts into producing a plan will be put to the test when attempting to get the public to "buy into" what the plan is "selling".

This Open Space Trail System Plan is no different. However, the ideas presented in the Plan may be even more challenging to implement due to its reliance on the cooperation of private landowners. Each identified trail itself is host to at least 10 private property owners; when considering the proposed open space trail system as a whole, the prospect of obtaining permission from all landowners can be daunting. The challenge to remember is that all good things take time to build; creating a trail system will require patience and perseverance.

Many different factors and techniques need to be considered when building an open space trail system. In this section, practical suggestions for implementing the recommendations in the Plan are shared; also, sensitive issues such as landowner liability and trails management are discussed in order to give a wholistic view of the Open Space Trail System Plan. The accompanying **APPENDIX A-C** offer sample forms and agreements as well as the specific citations from the NH Revised Statutes Annotated (RSAs) which are pertinent to the success of this Plan. In addition, Resources References are listed to help with the implementation of the Plan and to provide further guidance along the way.

*The authors, producers, editors, and reviewers of this Open Space Trail System Plan stress that although much research has gone into the production of this Plan, it would be highly difficult to cover every detail required for certain situations. Where there are any concerns to the legality of a procedure or explanation listed in the **IMPLEMENTATION MEASURES** chapter, an attorney should be consulted.*

#### **LANDOWNER PARTNERSHIPS**

The ultimate key to the success of this Plan will be the communication to, and the cooperation and education of, landowners. Identifying the landowners of the parcel of interest is only a matter of looking up the information in the public records of the Town Hall. After determining the owner of piece of land that would be suitable for a trail or for a conservation easement, he or she should be approached by a representative of an established group, such as a permanent Trails Committee of the Town, who can answer their questions and help them feel comfortable with the issues that will arise. In some cases, the parcel will be owned by a public or non-profit group. Although many of the same principles listed below will pertain to a partnership with a public organization, the explanations of landowner partnerships in this Plan are more geared toward the concerns of private landowners.

The following sections cover the most frequently addressed items in conservation and recreation.

#### **Landowner Liability**

Rightfully, the first question or concern that a landowner usually has deals with the issue of liability. Although many people would be willing to open parts of their land to the public, the liability issue is one of the major stumbling blocks that prevents public use. What if they open their land for public use and an individual trips over a fallen tree and breaks a leg? What if a motorbike gets damaged by a jutting rock on the property? What if a snowmobiler and a cross-country skier collide? These are valid questions that must be answered to the landowner's satisfaction. If at any time there are concerns that the representative cannot answer satisfactorily, independent counsel can be sought through the municipality's attorney or the NH Municipal Association if the municipality has questions; if the landowner has questions, they can be answered through an examination of the NH Revised Statutes Annotated (RSAs), or by the landowner's own attorney.

The State of New Hampshire has developed incentives for those landowners whose land is already in current use (RSA 79-A:1) - an additional 20% discount in taxes can be taken if the property is opened to full public year-round recreational use (RSA

Because New Hampshire is a strong supporter of recreation and recognizes the significant part it plays in our State's economy, there are several mechanisms in place to protect the landowner when he or she opens their land for public recreational use:

1. The State of New Hampshire has adopted several laws that protect a landowner from being held liable from injury. These provisions are called "Duty of Care" (RSA 212:34), where if a landowner opens the land for recreational purposes and *does not charge a fee* for such a use, they "owe no duty of care to keep such premises safe for entry or use by others". The exceptions to this law are if the landowner maliciously causes injury; fails to warn of dangerous conditions (such as the potential for walking off a hidden ledge); requires payment for the use of the property; or is party to the actions of others causing injury to a third party because of lack of warning (a recreational user [hunter] injures a non-recreational user [surveyor]). However, it is always good practice of a landowner to keep their property in relatively safe condition regardless of whether the land is open to public use.

Another statute, RSA 508:14, reinforces this language by again stating that any landowner, including municipalities and the State, "shall not be liable for personal injury or property damage in the absence of intentionally caused injury or damage" when that landowner opens up their land for "recreational purposes".

It is important to note that although the statutes are in place to protect a landowner from liability, any individual has the right to sue any other individual; therefore, protection from *being* sued is not covered under law although our current laws inhibit such a plaintiff in such a liability case from *winning* the suit. Direct citations from the NH RSAs concerning landowner liability are contained in **APPENDIX B**.

2. A homeowner's insurance policy typically carries liability insurance which should cover injuries to persons or property. Landowners should check their policy to make sure it includes liability; as open space land does not always have a dwelling unit situated upon it, liability insurance might not be automatically present. If a person is injured on a landowner's property and brings suit, the landowner files a claim with his insurance company, which takes care of the matter. For additional peace of mind, umbrella insurance policies could be purchased for any injuries or damages above and beyond the amount of the homeowner's policy limitations.

## IMPLEMENTATION MEASURES

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3. Owners of motorized recreational vehicles pay a registration fee which goes into the Off Highway Recreational Vehicle (OHRV) fund overseen by the NH Department of Revenue and Economic Development. Recognized clubs must register their trails on an annual basis and participate in the OHRV Trails Program. Then, the landowners will be covered under the State's \$2 million liability insurance policy. In addition, users of OHRVs recognize the hazards of such operation and under RSA 215-A:34, the liability protection to the landowner is re-enforced through "...each person who drives or rides an OHRV accepts, as a matter of law, the dangers inherent in the sport and shall not maintain an action against..." a landowner "...for any such injuries which result from such inherent risks, hazards, and dangers".

In reality, suits against property owners are few and far between in the context of injury or damages while recreating on private property. However, despite the safeguards to any landowner who opens his or her property up to the public for free recreational use, none of these laws protect a landowner from actually *being* sued. Steps must be undertaken to ensure that the landowners understand the liability implications before they enter into **Landowner Agreements** with or **Easement Donations** to the Town.

### **Landowner Agreements**

This simplest type of agreement, aside from a verbal or "handshake" agreement, basically reads that the public is allowed certain types of access (hiking, skiing, motorbikes, etc) on a certain portion of the landowner's property during certain times of year. The agreement also indicates who has agreed to be responsible for the maintenance/enforcement of the property and/or the creation and maintenance/enforcement of the trail (usually the public Trails Committee, municipality designee, or other organization), and specifies for how long the agreement is valid (one summer, 2 years, 5 years, etc). An agreement such as this allows the landowner consider the possibilities of a long-term partnership but withholds the commitment.

The decision of a landowner to open their land to the public is not one to be lightly made. There are several ways to make the decision "official", ranging from a temporary arrangement to one that is made in perpetuity. The easiest and most temporary agreement can be referred to as a "Landowner

### Easement Donation and Purchase

If a landowner is keenly sensitive to conservation, they may decide that a conservation easement on their land will be in the best interests of themselves, their heirs, the land, the resources on the land, and their Town, and even their State. Although land is regularly transferred from one owner to another, an easement is a way to permanently place certain restrictions on the current and future use of that land.

Consider how a parcel of land would fit into the framework of Pittsfield's open space trail system. Would it serve as conservation land, a park, or would a trail cross over it? Should someone from the Trails Committee talk to the landowner about an agreement or an

Conservation easement research, development, negotiation, and acquisition can almost be considered a science by its own right!

Many expert non-profit organizations exist to protect land permanently from development; one of the tools they use is a conservation easement. Easements can be donated to a municipality or land trust, or easements can be purchased by the municipality or land trust. They are monitored by the recipient to ensure that the conditions of the easement are being upheld.

Aside from the priceless conservation of open space and natural features, a significant benefit to the landowner can be the federal, state, and local tax savings that may be recognized. One advantage to the Town could result through the potential of opening some or all of the easement for public use; other advantages include less development pressure, and contiguous open space preservation blocks. Although each easement is tailored to the preferences of the landowner and the features of the land, the **APPENDIX A** contains a sample conservation easement.

An easement responsibility is not one to be taken lightly. Not only will the property, which will remain in private hands, need to be monitored by the Town or their designee (typically the Conservation Commission) on at least a yearly basis, but also the process involved to obtain an easement donation or purchase is lengthy and can be complicated. Attorneys are frequently involved and are often recommended, particularly to help the property owner with tax implications and to ensure the safeguarding of their clients' interests. Although a landowner can be approached by the representative of the Trails Committee to talk about the advantages of a conservation easement on their property, many municipalities may wish to engage the services of a third party to help guide them through the process. For more information on obtaining conservation easements, please refer to your local land trust, those of which are within New Hampshire are listed in **APPENDIX C**.

### Land Donation and Purchase

This option can be considered one of the easiest if looked at in terms of a municipality's land holdings. Parcels that have been taken for nonpayment of taxes, particularly those of several acres or more, can provide a solid means of recreational land (RSA 80:80, V). An important aspect to keep in mind is that since the Town can sell the property at any time, an easement should be placed on those properties which have special features so that they remain protected or that the trails remain available for public use. In addition, the Town has the right to use its property in the manner it sees fit; therefore if a parcel is more conducive to remaining in its natural state, an easement can be placed on it to ensure it remains that way in the event that it is targeted as a potential site for a town building or ball field. **APPENDIX A** contains a warrant article which permanently protects Town-owned land.

Private landowners can be approached to ask for a donation of land of particular significance (i.e., it would form a connection to a trail or it would protect a significant resource). Be prepared to explain the advantages and benefits for the donation of an easement as well as the responsibilities that it will entail. Easements can also be purchased and have their own associated benefits. Private land trusts, listed in **APPENDIX C**, offer guidance and helpful informational bulletins to assist in the acquisition of easements. In addition, municipalities can purchase any such parcel of land as it became available. For both land or easement purchase, the implementation of a municipal land use change tax fund (RSA 79-A:25-a) can ease the burden of an outright expenditure (**APPENDIX A**). RSA 36-A:5 allows a duly established Conservation Commission to independently purchase land or easements, after having establishing a conservation fund, without consultation with the governing body.

### OFFICIAL TRAILS DESIGNATION

Many references have been made throughout the Plan to trails designation, or Class A and B trails. New Hampshire State law allows municipalities to designate paths, rights-of-way, Class VI roads, or trails as "official trails" of the Town. One advantage to doing so is that each trail becomes a legally enforceable route by the local law enforcement if posted properly; if stated restrictions are violated, a simple legal recourse is possible. Also, such trails can be publicized as being sponsored by the Town, and maps and brochures can be created and published (see also **Special Events and Announcements** under **TRAILS MANAGEMENT**). RSA 231-A contains the entire list of rules and caveats, and **APPENDIX B** lists the primary statutes, but here is a summation of the main points:

#### **Class A/B Trails**

##### Advantages

Legally enforceable route subject to postings  
Publicity

##### Disadvantages

Permanent discontinuance of road (if



### What are Class A and Class B Trails

A Class A trail is considered a full public trail subject to the restrictions imposed upon it at the time of designation; the Town permanently discontinues the road if it were a road to start with. It may be used by the owners of abutting lands for vehicular access to their property for existing, non-development uses. A Class B trail is identical to a Class A trail but disallows vehicular access by abutting landowners and would be more appropriate for a constructed trail. By designating a Class VI road as a Class A or B trail, the rights of the abutter to develop their land and upgrade the road disappear. (RSA 231-A:1)

Officially designating a trail as Class A or B has not yet caught on as a trend in the Central NH Region.

Few to no municipalities here have successfully designated trails, although it is assumed that

### How to Designate a Trail

After acquiring permission from a landowner(s) and/or easement holder for use of a trail on their land, as well as agreeing on the specified restrictions, voters at Town Meeting can vote to designate any trail as a Class A or Class B trail. A trail can be so designated until the decision is rescinded or for a length of time as specified by the landowner(s).

In the case of designating a Class B trail on a Class VI road, the abutters need to be consulted and in some cases remunerated for any damages if the designation removes any of their prior access rights. In some cases, damages can also be sought by abutters for designation of a Class A trail. In general however, Class A trails are most appropriate for Class VI roads and former railroad rights-of-way (basically, pre-existing pathways) while Class B trails are most appropriate for constructed trails. (RSA 231-A:5)

### Trail Restrictions

The landowner(s), easement holder, the abutters, and Town agree upon what the trail will not be used for; these restrictions will be placed on the warrant article. Common restrictions include the prohibition of motorized vehicles on certain trails, or that a trail be used seasonally instead of year-round. The trail is then posted with the restrictions at the beginning and end of the trail, as well as at any trail junctions where the restrictions change. (RSA 231-A:1, 4, 5)

### Enforcement of a Trail

As long as the restrictions to a trail are clearly posted, any violation to the trails can be treated in the same manner as a traffic violation by local law enforcement. As most Police Departments cannot extend their resources to monitor all of the designated trails, often times the trail users, stewards, or abutters will report problems to the local law enforcement, who then would investigate the complaint. Although the rules of the designated trail are enforced by the Town, the trails themselves may or may not be maintained by the Town (see also **TRAILS MANAGEMENT**). (RSA 231-A:4, RSA 265)

### **Municipal Liability and Private Landowner Liability of Designated Trails**

The Statutes provide many protective laws about liability, particularly where recreation is involved. Where users of designated trails are not charged a fee for the use of the trails, which will be the situation in the majority of cases, the liability of both the municipality and the landowner shall be limited, where the municipality/landowner will not be held responsible for personal injuries or property damages except where such damage is intentional. In addition, volunteers who maintain the trail, with prior recognition from the municipality as a volunteer of said trail, incur the same limited liability (see also **TRAILS MANAGEMENT**). The laws are the same for those trails that are not officially designated as Class A or B by the municipality. (RSA 212:34, 231-A:8, and 508:14)

### **Rescinding the Designation of Class A or B Trails**

Once a trail has been designated a Class A or B trail, it can be rescinded back to its original status in the same manner, by a vote at Town Meeting, as other road classifications can be changed. Where designated trails fall onto private property, the landowner(s) can at any time request that the designation be rescinded. The details are available in RSA 231-A:3.

### **TRAILS MANAGEMENT**

A Trails Committee can be established at any time under the umbrella of the Conservation Commission. Although it will have no official "power", it will have the blessing of and be able to make recommendations to the Conservation Commission as its subcommittee. By forming a separate Trails Committee, the specific mission of creating and maintaining a trail system can be accomplished without commandeering the Conservation Commission's limited time. Members of the Conservation Commission can be on the Trails Committee; private landowners, other municipal board members, special interest groups (equestrian, snowmobile, mountain biking), local public volunteer organizations (Scouts, Rotary, Lions), schoolteachers, and representatives of private businesses can be recruited to form the Trails Committee. The more interests that are represented on the Committee, the more diverse and creative the group will be, and the variety of available resources and contacts will be greater.

### **Volunteer Rallying**

After the formation of a Trails Committee, volunteers have their own liability issues that must be adequately addressed. RSA 508:17 provides liability protection to "recognized" volunteers of a municipality; as long as a volunteer does not commit deliberate acts of malice, he or she will not be held liable for damages by the landowner. For example, under normal trail maintenance conditions (and where an agreement has been made with the landowner), a volunteer may need to use a saw to remove a downed tree across a trail on private property; this is not an act of malice. However, if the volunteer cuts down numerous healthy trees not within the area of the trail, this act could be considered spiteful and the volunteer would not be protected under RSA 508:17.

In order to be recognized as a volunteer of a municipality, the governing bodies and the volunteer must sign an agreement, the wording of which is present under the above-mentioned RSA.

A copy of the agreement, the *Volunteer Liability Form*, can be found in **APPENDIX C**. Any volunteer who does work for a municipality, regardless of which board or commission the volunteer is working with, should sign a liability form for his or her own protection if private

Volunteers should be recognized by the Town for their protection (liability) and for their community service

property is involved (for example, a Planning Board site walk could also offer opportunities where protection is warranted). It is also good practice for a municipality to carry insurance specifically for volunteers.

On a positive note, a *Certificate of Volunteerism* (**APPENDIX C**) can be easily given which recognizes the individual, family, or group which volunteers to create or maintain a trail. Signed by the Conservation Commission and Trails Committee Chairs, it offers an appreciative thank-you for the activities of the volunteer and could be presented upon the volunteer's agreement to steward or help create a trail.

A trails network is envisioned, the Trails Committee is established, a parcel of land is secured and the volunteers are ready to begin work on the property. Now it is time to build!

### **Building Trails**

Trail building can be simple, but *where* the trail is placed and *how* the trail is to be used can be consequential. There are many good references available for trails building. One of them was written by a New Hampshire hobbyist who loved trails so much, he wrote a free guide for the public. Ted Bonner's "Building Foot Trails: A Guide for Towns and Landowners" gives brief, no-nonsense instructions and points out obstacles to consider. Town foresters are often an excellent local resource to tap into and to ask for assistance.

As the Trails Committee begins to create trails, consideration should be given to making one or more trails accessible to people with disabilities.

Because of potential terrain obstacles, the NH DRED has published the "Best Management Practices for Erosion Control During Trail Maintenance and Construction" to aid volunteers while protecting the land at the same time. Many different natural factors need to be considered before constructing any trail, including wetlands disturbance, erosion, and practical factors of installing culverts and bridges where necessary. There are also recommended maximum slope grades for various types of uses. All of these issues, and more, are described in detail in the document. Although the Best Management Practices are not required by law, they should be consulted prior to any trail building. In addition, where wetlands are being crossed or filled, a permit or notification needs to be filed with the NH Department of Environmental Services' Wetlands Bureau. Again, a professional Town forester can help with these processes.

Trail building can be done using a set of loppers and a bow saw to clear a four-foot wide by eight-foot high pathway. A good trail must be well-blazed so a user knows exactly where the trail leads and a good trail must be well-signed at the beginning and end, so a trail-user knows if what they want to do on the trail (hike, motorbike, snowmobile, etc) is allowed. Parking areas should be indicated, whether they are on the far shoulder of a road or on a small pull-off beside the trail. Eventually, a good map of the trail should be produced and made available to trail users through the use of an inexpensive map box at the beginning and end of the trail.

By word of mouth, many local trails "experts" can be found who have built and maintained trails in their spare time for many of years. Contacting other local Conservation Commissions or non-profit organizations may lead to the start of a new partnership and to the sharing of time-tested ideas. At some point, any municipality's trail system could benefit from tying into the trails of another Town's. In any case, talking with a neighboring Conservation Commission or their Trails Committee would probably be beneficial to both parties. Trail building references can be found in **APPENDIX C**.

Unfortunately, there will be some budgetary considerations. Even though the Trails Committee can rely upon many of its volunteers to provide their own tools, they should consider purchasing a few pairs of bow saws and lopping shears. Items that will need to be periodically purchased are trail blazes, appropriate signage, 4x4 pressure treated posts and plastic mail boxes for maps (eventually), and perhaps wood for bridging small wet areas. As the Trails Committee will be generally considered a subcommittee of the Conservation Commission, the expenses will probably come out of the Commission's budget. The use of power equipment is highly discouraged unless appropriate training, waivers, or insurance are available.

### **Trails Maintenance**

After the trail has been built, it should be mapped. This can be effectively done by using a Global Positioning System (GPS) unit borrowed from the NH Office of State Planning (NH OSP). This unit is far different from the popular, hand-held GPS units sold in sporting stores. The smaller GPS functions almost like a navigating "compass" which is quite helpful in the wilderness. The NH OSP unit's primary function is to capture data (map trails, mark locations of cellar holes, etc) which can be processed into Geographic Information System (GIS) data. With the GIS data, accurate mapping can then be done of the trail.

The Trails Committee would probably be responsible for the majority of the designated Class A or Class B trails within Town depending on the arrangements that have been made. The Suncook Valley Sno Riders are still responsible for the snowmobile trails they developed, but perhaps an agreement has been made with a trail steward to maintain a trail during the summer months. Committee members do not have to be the only people who perform maintenance on the trails. Property owners and their families are good candidates for maintaining the trails on their land, as are businesses, Scout groups, teachers and their students, and other civic-minded individuals through an "Adopt-A-Trail" program. As a Town will have many trails that need to be maintained, a *Volunteer Maintenance Agreement* (**APPENDIX C**) should be signed by the volunteer and by the Trail Committee. This agreement is a way of keeping track of those

people who volunteer to maintain each trail and to encourage "ownership" of the steward responsibilities of a trail.

People who sign a Volunteer Maintenance Agreement will want to know exactly what they are volunteering for! A "job description" can be a helpful aid to people who want to contribute to the stewardship of a trail but may not know what they are expected to do. A sample can be found in **APPENDIX C**.

To help volunteers take care of a trail, a *Trail Report Form* (**APPENDIX C**) is a tool that encourages the trail stewards to look for problems of and notice exemplary conditions of their trail. Because the report is on paper and has easy check-boxes, it also allows a standardized way for the Trails Committee to track the maintenance of many trails at one time. This type of report also encourages the volunteer to report back to the Trails Committee about the trail on a regular basis.

The municipality's licensed forester can assist with the building and maintenance of trails and can advise if a wetlands permit or notification must be filed with the NHDES when wet areas are crossed.

### **Special Events and Announcements**

Trails have been created, are maintained by volunteers, and have been mapped. A next step is to name the trails and give them their own identities. The Trails Committee may wish to honor the landowner or family that generously donated the use of their land by naming a trail after them. Other ways to "individualize" the trails is to name them after their certain natural characteristics, or what has been spotted along the trail, or after a special person in Town. Trails that have distinct names are easier to promote and attract attention to. Trails dedication ceremonies can attract people to the opening of a new trail and give tremendous pride to the people who working on the trail and to any people who are having a trail named after them.

Promoting your trails can be one of the most rewarding aspects of an open space trail system: the Town, Trails Committee, landowners, and trail stewards get to "show off" the tremendous amount of work they have cooperatively achieved. Tourists can be drawn to the area and residents can take advantage of the unique recreational opportunity offered to them. Informing the public of your accomplishments can take one of many different forms.

Parcel-specific individual maps can be created through the acquisition of GPS data, as noted previously. A municipality may have the capability to produce the maps on its own if it has the proper software and hardware. As an alternative, the Central New Hampshire Regional Planning Commission, like the other eight regional planning commissions in the State, offers low-cost map production services to its member municipalities. After having the maps printed, perhaps through the in-kind donation of the services of a local printing business, they should be placed in the map boxes at the trailheads.

Guidebooks, maps, and brochures are effective "marketing" tools for your trails!

A collection of the maps can be placed into a single trails guidebook and sold without profit to enthusiasts and residents. The guidebook could also contain descriptions about each trail and the interesting finds along the way. Incorporating the trails into maps and into a Trails Guidebook will be one of the best marketing tools to get new people to visit the trails and perhaps even find additional volunteers to steward them.

National Trails Day is a yearly event organized by the American Hiking Society which is intended to bring awareness of the myriad of trail systems throughout the country. Any Conservation Commission, private group, or public group can "sign on" and use the National Trails Day's publicity to generate additional interest and participation in their own trail system. On the day itself, groups all over United States hold trails-related events. For a local Trails Committee, this could mean that the general public is invited to attend and participate in a trail-clearing event or a maintenance event of a trail in need. A Trails Committee could recommend that these temporary volunteers fill out a Volunteer Liability Form in the event that property damage or injury result (see **Volunteer Rallying** for more information). New Hampshire holds its own Trails Day in the summer as well.

Where other trails-related projects are cut-and-dry, public promotional events offer a chance to be creative. Better yet, they provide a different type of fun that appeals to people of all ages. Involving people to plan for and participate in the events will further cement the community's ties to its open space trail system.

### OPEN SPACE MANAGEMENT

Conservation lands tie heavily into the equation of people and trails. Not all land that sustains trails will be privately owned. Conservation lands are typically thought of as being permanently protected from development, thus pairing very well with the concept of a trail system built upon them in order to allow people to appreciate nature. But not all open space is permanently protected from development. Through a Master Plan, municipalities are able to identify their conservation goals and objectives and take appropriate actions to help meet those goals.

Pittsfield is host to a number of town-owned properties as well as to a variety of permanently protected conservation lands. Tying these lands together through the means of a trail system not only encourages recreation, it also helps preserve the spirit of the open space concept. To that end, there are many regulatory and non-regulatory techniques available to help municipalities create and retain an open space network.

**Zoning Ordinances and Regulations**

Municipal Zoning Ordinances, Subdivision Regulations, and Site Plan Review Regulations offer a variety of ways to help preserve the open space within a Town. The types of zones themselves and the allowed uses within each zone play a part in the overall preservation scheme of a Town. For example, while a Residential zone may require a 2-acre minimum lot size and allows development activity, an Agricultural zone may require a 10-acre minimum lot size and may not permit certain types of activity. Many Central New Hampshire Region towns have Conservation zones which have differing lot size minimums and allowed uses, but this zone is typically more sensitive to the requirements of retaining open space.

Another zoning tool is the use of overlay districts. These special districts encompass one or more underlying zones and imposes additional requirements above that required by the underlying zone. Typical overlay districts include Historic, Floodplain, Aquifer, and Wetland. While not traditionally used in the protection of open space, appropriately placed overlay districts, like Wetland for example, can also serve to protect natural habitat over vast areas.

Instead of retention, consider the creation of open space through the municipal Zoning Ordinance. Commonly referred to open space development or “cluster development” or “incentive zoning”, concentration of new housing on smaller than traditional lots encourages the developer to dedicate a large portion of the entire development to permanent preservation. Developers can benefit from open space development by its inherently less expensive infrastructure and by the added value to the building lots that open space creates. A density bonus could be granted, allowing for more building lots to be created through open space development than through traditional zoning. The municipality also benefits from open space development through a significant land donation from the developer. This innovative zoning control can allow the municipality and developer to work cooperatively and conserve large contiguous tracts of land in the process.

A recreational impact fee can be imposed at the time a certificate of occupancy is granted for newly constructed buildings, again through the Zoning Ordinance. A proportionate formula determines the amount of money that must be paid, which goes into a fund in the Capital Improvements Program. As long as municipalities have a properly adopted Master Plan and Capital Improvements Program, impact fees can be charged, but if they are not used within six years they must be returned to the individual. Recreational impact fees can help with the purchase of land, the building of parks, and the construction of trails for public use.

Within the Subdivision and Site Plan Review Regulations, a requirement for developers to donate easements or land can be imposed. For Subdivision Regulations, the most reasonable requirement would be for major subdivisions (over three lots). For either set of regulations, the donation of easements or land can easily supplement the holdings of the Town and can enhance an existing open space network if planned properly. Typically, a municipality needs to have an adopted Master Plan and Capital Improvements Program in place which actively support the rationale behind the donation requirements in order to be defensible.

### **Other Municipal Regulatory Techniques**

The current use tax law (RSA 79-A) is a widely-used tool in which property owners ease their tax burden by placing their land under “current use”. While this status helps them lower their property taxes on the parcel, the right to use their property in certain ways has been rescinded. New house construction, subdivision, or other significant terrain- and use-altering activities are prohibited until the property is removed from its current use status, which would then require property owners to pay a portion of the assessed value of the parcel back to the Town. This penalty not only discourages the removal of the current use status, it also create opportunities for municipalities to use the land use change tax in ways that benefit the community.

Many municipalities in the Central Region have, at Town Meeting, voted to allow a percentage of the land use change tax penalties to be allocated to a land acquisition fund. This fund is used to purchase lands of significant open space, aesthetic, historical, or ecological value. The amount of money in this fund can be substantial, and typically the Conservation Commission is in charge how the money is spent.

The creation of a forestry management reserve fund, again through Town Meeting, can assist with the management responsibilities of Town-owned land use for forestry purposes. Forestry revenues generated by forest management have been used by Central Region municipalities for building trails on the forested lots, for hiring a licensed Town Forester to oversee management and write forestry management plans, and for other incidentals associated with forested lands.

### **Easements and Acquisitions**

The selective purchase of or acceptance of easements can be instrumental in building a contiguous open space network throughout Town. The same can be said for acquisitions either through donation or through purchase. Although all permanently preserved land is valuable in its own right, the management responsibilities of a new easement or acquisition may outweigh the benefit that the parcel has to offer. For example, a small parcel that is not geographically located near other protected lands may need to be heavily considered as to whether it would become an asset or a liability to the holdings of the Town. Is the parcel suitable for forestry management? Does it contain exemplary characteristics (ponds, wetlands, plant or animal species, scenic vistas, historical value) that make it desirable for permanent conservation? Can the parcel be used as a park or as a trail network connector? These and other questions should be considered before a municipality purchases or accepts a parcel of land into its own holdings.

Alternatives to a municipality taking on the responsibility for management of select parcels would be to contact a land trust about their interest in the parcel. They would also be concerned about the characteristics that a parcel has to offer. However, they have extensive experience negotiating with landowners and drafting the necessary legal documents, and may be able to take quicker action on the parcel’s purchase or donation. Working with local land trusts can also help a Town consider the big picture of open space management. By establishing a positive relationship from the start, both the municipality and the land trust can reap mutual benefits and preserve appropriate land from development. Specifics about easements and acquisitions are listed in the prior **LANDOWNER PARTNERSHIPS** section, and **APPENDIX C** has a listing of State and Central Region area land trusts.



## GRANTS AND FUNDING PROGRAMS

There are many funding sources available for trails acquisition and construction, which are the primary components of a trail system, or even a singular trail, after landowner concurrence. The primary source of these funds are through federal programs, most of which are passed through the State of New Hampshire. These funds are competitively awarded through State agencies after a rigorous application process. Match requirements for the federal/state programs, as well as the frequency of the grant rounds, are indicated.

Trails maintenance dollars, however, require a different approach as most grant programs do not support maintenance projects on established trails. Local techniques are the most efficient means of obtaining funds for existing trails. When a Trails Committee applies for a grant, it will do so under the umbrella of the Conservation Commission, which will be applying under the umbrella of the Board of Selectmen. Depending on the grant being applied for and on the warrant articles passed at previous Town Meetings, it might be necessary to write and pass a warrant article for acceptance of grant funds before a contract can be signed with the awarding agency (RSA 31:95-b). **APPENDIX A** contains a sample warrant article for this purpose.

Other approaches listed in this section include partnerships with other organizations and solicitation of funding. With regard to holding fundraisers or asking for donations, if a municipality does not allow its boards (a subcommittee of the Conservation Commission would technically be considered a board of the Town) to accept monetary donations, a different tact would be to consider establishing the Trails Committee as a 501:c-3 organization. This non-profit organization would then be able to accept donations, write grants on its own, and hold fundraisers; it would no longer be considered a board of the municipality but a separate entity. This long-term approach may offer both advantages and disadvantages to the mission of the Trails Committee.

### **Transportation Equity Act for the 21st Century**

The most well known source for funds for expansion of trail systems is associated with the Transportation Equity Act for the 21st Century (TEA-21). In the capacity as the replacement legislation for ISTEA, TEA- 21 has expanded federal funds for creation of multi-use trails in order to encourage the development of a stronger intermodal transportation system. Funding associated with TEA-21 is broken into the following separate grant programs which are administered by different State agencies.

### Recreational Trails Program - NH DRED

The purpose of this program is to provide funds to develop and maintain recreational trails for both motorized and non-motorized recreational trail users. Each state is provided with a predetermined amount of funding based upon a formula. This program is one exception where trail maintenance funds can be awarded if the project scores competitively higher than other applications. Awards range between \$1,000 and \$20,000. Eligible projects for funding under this program include, but are not limited to:

- ☐ Maintenance and restoration of existing recreational trails;
- ☐ Development and rehabilitation of trailside and trailhead facilities and trail linkages;
- ☐ Purchase and lease of recreational trail construction and maintenance equipment;
- ☐ Construction of new trails (with restrictions for trails on federal land);
- ☐ Acquisition of easements or property for recreational trails or corridors;
- ☐ State administrative costs; and
- ☐ Operation of educational programs to promote safety and environmental protection as related to recreational trails.

Match: 80% federal, 20% local (in-kind or cash)

Frequency: There is one grant round per year.

### Transportation Enhancement Funds - NH DOT

Transportation Enhancements (TE) are transportation-related projects designed to strengthen environmental, cultural, and aesthetic aspects of transportation networks. This source of funding has been created to construct non-traditional projects, which may include trails, bicycle paths, and beautification and preservation projects. All projects must be related to surface transportation:

- ☐ Safety and educational activities for pedestrians and bicyclists;
- ☐ Bicycle and pedestrian facilities
- ☐ Acquisition of scenic lands and easements
- ☐ Scenic or historic highway programs;
- ☐ Environmental programs to address water pollution from highway runoff; and
- ☐ Establish transportation museums.

Match: 80% federal, 20% local (in-kind or cash)

Frequency: There is one grant round every two years.

### Congestion, Mitigation and Air Quality Improvement Program - NH DOT

The CMAQ program was established to encourage alternative modes of transportation or improvements in order to improve air quality and reduce polluting traffic congestion in urban places. The Central New Hampshire area falls into the attainment category, which means our air quality meets or exceeds federal standards. Trails, bicycle paths, and pedestrian walkways termed as Transportation Control Measures (TCM), are required for areas which exceed National air quality allowances for ozone and carbon monoxide. Although a trails application could be entered for consideration, trails projects are usually funded through the "sister program" of TE. Because the most serious problems are found in areas of non-attainment, only a small amount of funds will be available for projects in attainment areas.

Match: 80% federal, 20% local (in-kind or cash)

Frequency: every two years

### **Rivers and Trails Conservation Assistance - National Park Service (US NPS)**

The NPS provides professional assistance on a competitive, yearly basis to organizations that apply to their River and Trail Conservation Assistance Program. Although funds are not usually granted, they will work with the recipients to work toward a goal (producing a handbook or brochure, holding public meetings, organization of potential partnerships, etc).

Match: local work and support (in-kind)

Frequency: There is one grant round per year.

#### **Land and Water Conservation Fund (LWCF) - NH DRED**

This federally-established funding opportunity has been severely underfunded for the last several years. The Land and Water Conservation Fund Act of 1965 authorized financial assistance to States and their municipalities for acquiring and developing lands and waters for public outdoor recreation purposes. There have been extensive, popular movements over the last few years to get Congress to refund this important program, but as of yet to no avail.

Match: 60% federal match, 40% local of cash or local work and support (in-kind)

Frequency: There is one grant round per year.

#### **Community Development Block Grants (CDBG) - NH Office of State Planning (NH OSP)**

Each year, New Hampshire receives approximately 10 million dollars from the US Department of Housing and Urban Development. Of each annual appropriation, funds are divided between administrative costs, entitlement communities, and previous allocations guaranteed for multi-year grants. Remaining funds are available for grant applications from non-entitlement communities. Administered through the Office of State Planning, non-entitlement communities may submit applications community facilities or economic development grants for a variety of projects, which includes construction of bicycle paths, sidewalks, and trail development. Because of the very competitive scoring and limitation of funds, the likelihood that a trails-related application would be funded at this time is slim.

Match: 50% local for community facilities or economic development grants

Frequency: There are two grant rounds each year.

#### **McCabe Environmental Fund - NH Charitable Foundation**

Grants are awarded to assist the establishment of new conservation and education programs, to support significant improvements to the quality and scope of established programs, and for capital projects, including land acquisition, of exceptional importance in the State. Awards range from \$5,000 to \$20,000.

Match: local work and support (in-kind)

Frequency: There is one grant round per year.

### **New England Grassroots Environmental Fund - NH Charitable Foundation**

This small grants program is designed to enhance community participation in local and regional environmental issues. A significant volunteer commitment must be part of any project. Awards typically range from \$500 to \$2,500.

Match: local work and support (in-kind)

Frequency: There are three grant rounds per year.

### **Local Set-Aside Programs**

Funding for trails related projects are not limited to the State or Federal level of government.

Municipalities, especially those with a large dependence on tourism, have passed resolutions to transfer various percentages of the Timber Tax received by the Town for conservation and trail building efforts.

In communities with a heavy dependence on timber, this may be a significant amount of revenue for trails-related projects. Also, a land use change tax conservation fund (see also **OPEN SPACE**

**MANAGEMENT**) takes the burden off of outright expenditures for easements or key parcel purchases.

**APPENDIX A** contains a warrant article for creating a conservation fund.

### **Sale of Salvage Rights**

Commonly used to finance trail improvements associated with abandoned railway beds, the sale of salvage rights of materials found on trails such as rail road ties, rails, and ballasts can be a lucrative way to raise funds for trail development. Revenue generated from the sale of these items can vary widely depending on geographic location of the items, local market conditions, length of the corridor, and quantity and quality of salvageable materials. According to the Rails-to-Trails Conservancy, salvage material can produce revenue up to \$10,000 per mile or rail corridor. In Pittsfield, all of the railroad ties have been previously removed, rendering this option impractical.

### **Capital Improvements Programs**

Some progressive communities throughout the country have established Capital Reserve funds to match gifts or complement exactions for improvement of municipally owned trail networks. Capital Improvement Programs are excellent for development of trails. First, funds deposited into any capital reserve fund are “ear marked” for expenditure on trail related projects. Secondly, such funds can serve as legal leverage when negotiating exactions from developers, because any capital reserve account for trail improvement shows a local commitment to improvement of trails, important should a developer mount a legal objection to any exaction.

### **Non-Profit Partnerships**

There are a host of non-profit organizations throughout the country that may be able to provided funding, technical assistance, or act as negotiators with landowners for land conservation or trail projects. Organizations include the Trails Conservancy, Trust for Public Lands, the Nature Conservancy, and the Society for the Protection of New Hampshire Forests.

**Local Businesses**

Businesses within Town, particularly banks or large chain stores, are usually enthusiastic about giving back to their community. Some regularly set aside a certain amount of funds on a yearly basis to give to community organizations that express a genuine need. The business benefits by being publicly known as a sponsor of volunteer community efforts and the Trails Committee benefits by the funds it would receive.

A word of caution about monetary gifts: municipalities and their boards may or may not have established mechanisms in place to accept or solicit donations. The Board of Selectmen should be consulted prior to approaching businesses in order to determine the legality of the donation.

**Fundraisers and Monetary Gifts**

A variety of innovative fundraising resources have been developed over the past several years to provide money for trail improvements. These techniques range from traditional bake sales, to raffles, to dinners, to hike-a-thons, to the “selling” of sections of trails for \$10 per foot to outdoor enthusiasts. Other techniques include the sale of benches and trees. Donators are recognized by having their names either inscribed on the bench, or with a plaque under the purchased tree. Naming a scenic view or even a trail for families or organizations making significant donations may be an appropriate way to recognize such gifts. Community organizations like the Rotary Club or Lions Club may be willing to assist or provide information about how to organize such events.

Again, a word of caution about fundraisers and monetary gifts: municipalities and their boards may or may not have established mechanisms in place to accept donations or hold fundraisers. The Board of Selectmen should be consulted before undertaking these types of events to determine the legality of the fundraising. As an alternative, non-monetary donations such as trails maintenance equipment, benches, trees, or the printing of maps or brochures are acceptable as "in-kind" donations.



**SAMPLE LANDOWNER AGREEMENT**

**RIGHT OF WAY TRAIL AGREEMENT**

Permission is hereby granted to \_\_\_\_\_ to create and maintain a public recreational trail across my property at \_\_\_\_\_ for the purposes of:

- |  |   |
|--|---|
| <input type="checkbox"/> hiking                        | <input type="checkbox"/> four-wheel driving (4WD) |
| <input type="checkbox"/> horseback riding              | <input type="checkbox"/> snowmobiling             |
| <input type="checkbox"/> mountain biking               | <input type="checkbox"/> motorbiking              |
| <input type="checkbox"/> all-terrain vehicle (ATV) use | <input type="checkbox"/> dogsledding              |
| <input type="checkbox"/> cross-country skiing          | <input type="checkbox"/> snowshoeing              |
| <input type="checkbox"/> other _____                   | <input type="checkbox"/> other _____              |

I understood that the use of this right of way for said purpose in no way holds me liable or responsible for accidents that may occur as a result of others using my property as provided in Chapter 212, Section 34, Laws of the State of New Hampshire. There shall be no fee for this easement, and the above-named organization will charge no fee for use of the trail on my property. The above named organization further agrees to mark and maintain this right of way in a proper and safe manner, post the allowed uses at the beginning and end of the trail on my property, and notify me of any known unusual circumstances or conditions.

This agreement shall have a term of:

- ☐ Indefinite      ☐ 1 year from date of signing      ☐ 5 years from date of signing

This agreement may be terminated for any cause by either party upon 30-day written notification.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_.

\_\_\_\_\_  
Landowner Date

\_\_\_\_\_  
Address

\_\_\_\_\_  
Organization Officer Date

\_\_\_\_\_  
Address

**SAMPLE CONSERVATION EASEMENT DEED**

[THIS IS A NON-CONTRACTUAL CONVEYANCE  
PURSUANT TO NEW HAMPSHIRE RSA 78-B:2 AND  
IS EXEMPT FROM THE NEW HAMPSHIRE REAL  
ESTATE TRANSFER TAX.] [If tax stamp required, allow  
3" margin from top of page to title of deed]

*(provided by the Society for the Protection of NH Forests 1999)*

**CONSERVATION EASEMENT DEED**

[**NAME OF GRANTOR(S)**], single/husband and wife, of/with a principal place of business at [street name and number], Town/City of \_\_\_\_\_, County of \_\_\_\_\_, State of New Hampshire, (hereinafter referred to as the "Grantor", which word where the context requires includes the plural and shall, unless the context clearly indicates otherwise, include the Grantor's executors, administrators, legal representatives, devisees, heirs, successors and assigns),

for consideration paid, with WARRANTY covenants, grant[s] in perpetuity to

the **SOCIETY FOR THE PROTECTION OF NEW HAMPSHIRE FORESTS**, a corporation duly organized and existing under the laws of the State of New Hampshire, with a principal place of business at 54 Portsmouth Street, City of Concord, County of Merrimack, State of New Hampshire, 03301-5400, having been determined by the Internal Revenue Service to be an income tax exempt, publicly supported corporation, contributions to which are deductible for federal income tax purposes pursuant to the United States Internal Revenue Code, [Town or City of \_\_\_\_\_, situated in the County of \_\_\_\_\_, State of New Hampshire, acting through its Conservation Commission pursuant to NH RSA 36-A:4] (hereinafter referred to as the "Grantee" which shall, unless the context clearly indicates otherwise, include the Grantee's successors and assigns),

the Conservation Easement (herein referred to as the "Easement") hereinafter described with respect to that certain parcel/area of land (herein referred to as the "Property") with any and all buildings, structures, and improvements thereon/being unimproved land situated on [street name] in the Town/City of \_\_\_\_\_, County of \_\_\_\_\_, State of New Hampshire, more particularly bounded and described in Appendix "A" attached hereto and made a part hereof.

1. **PURPOSES**

The Easement hereby granted is pursuant to NH RSA 477:45-47, exclusively for the following conservation purposes:

[choose appropriate section(s) among the following:]



- A.     The preservation of the land [and the water body of (name of water body) to which it provides access and on which it fronts] subject to the Easement granted hereby for outdoor recreation by and/or the education of the general public, through the auspices of the Grantee; and
- B.     The protection of the unusual natural habitat of \_\_\_\_\_; and
- C.     The preservation and conservation of open spaces, particularly the conservation of the \_\_\_\_ acres of productive farm and/or forest land of which the land area subject to the Easement granted hereby consists [, the protection of the undeveloped water frontage along the (name of water body), to which the land area subject to the Easement granted hereby provides access and upon which it fronts], the preservation and conservation of the wildlife habitat on the property, and the scenic enjoyment of the general public; and
- [D.     The preservation of that historically important land area which is \_\_\_\_\_ and/or the historic structure which is \_\_\_\_\_; and]
- [E.     insert additional purposes, as appropriate]

The above purposes are consistent with the clearly delineated open space conservation goals and/or objectives as stated in the [date] Master Plan of the Town/City of \_\_\_\_\_, which states " " and with New Hampshire RSA Chapter 79-A which states: "It is hereby declared to be in the public interest to encourage the preservation of open space, thus providing a healthful and attractive outdoor environment for work and recreation of the state's citizens, maintaining the character of the state's landscape, and conserving the land, water, forest, agricultural and wildlife resources."

All of these purposes [this purpose] are [is] consistent and in accordance with the U.S. Internal Revenue Code, Section 170(h).

The Easement hereby granted with respect to the Property is as follows:

2.     USE LIMITATIONS [(Subject to the reserved rights specified in Section 3 below)]

A.     The Property shall be maintained in perpetuity as open space without there being conducted thereon any industrial or commercial activities, except agriculture and forestry as described below, and provided that the productive capacity of the Property to produce forest and/or agricultural crops shall not be degraded by on-site activities.

        i.     For the purposes hereof, "agriculture" and "forestry" shall include animal husbandry, floriculture, and horticulture activities; the production of plant and animal products for domestic or commercial purposes; the growing, stocking, cutting, and sale of Christmas trees or forest trees of any size capable of producing timber or other forest products; and the processing and sale of products produced on the Property (such as pick-your-own fruits and vegetables and maple syrup), all as not detrimental to the purposes of this Easement.

ii. Agriculture and forestry on the Property shall be performed, to the extent reasonably practicable, in accordance with a coordinated management plan for the sites and soils of the Property. Forestry and agricultural management activities shall be in accordance with the then current scientifically based practices recommended by the University of New Hampshire Cooperative Extension, U.S. Natural Resources Conservation Service, or other government or private, nonprofit natural resource conservation and management agencies then active. [Management activities shall not materially impair the scenic quality of the Property as viewed from public waterways, great ponds, public roads, or public trails.]

B. The Property shall not be subdivided [or otherwise divided in ownership] [and none of the individual tracts which together comprise the Property shall be conveyed separately from one another].

C. No structure or improvement, including, but not limited to, a dwelling, any portion of a septic system, tennis court, swimming pool, dock, aircraft landing strip, tower or mobile home, shall be constructed, placed, or introduced onto the Property. However, ancillary structures and improvements including, but not limited to, a road, dam, fence, bridge, culvert, barn, maple sugar house, or shed may be constructed, placed, or introduced onto the Property only as necessary in the accomplishment of the agricultural, forestry, conservation, habitat management, or noncommercial outdoor recreational uses of the Property, and provided that they are not detrimental to the purposes of this Easement.

D. No removal, filling, or other disturbances of soil surface, nor any changes in topography, surface or subsurface water systems, wetlands, or natural habitat shall be allowed unless such activities:

i. are commonly necessary in the accomplishment of the agricultural, forestry, conservation, habitat management, or noncommercial outdoor recreational uses of the Property; and

ii. do not harm state or federally recognized rare, threatened, or endangered species, such determination of harm to be based upon information from the New Hampshire Natural Heritage Inventory or the agency then recognized by the State of New Hampshire as having responsibility for identification and/or conservation of such species; and

iii. are not detrimental to the purposes of this Easement.

Prior to commencement of any such activities, all necessary federal, state, local, and other governmental permits and approvals shall be secured.

E. No outdoor advertising structures such as signs and billboards shall be displayed on the Property except as desirable or necessary in the accomplishment of the agricultural, forestry, conservation, or noncommercial outdoor recreational uses of the Property, and provided such signs are not detrimental to the purposes of this Easement. [No sign shall exceed \_\_\_\_ square feet in size and no sign shall be artificially illuminated.]

F. There shall be no mining, quarrying, excavation, or removal of rocks, minerals, gravel, sand, topsoil, or other similar materials on the Property, except in connection with any improvements made pursuant to the provisions of sections 2.A., C., D., or E., above. No such rocks, minerals, gravel, sand, topsoil, or other similar materials shall be removed from the Property.

G. There shall be no dumping, injection, burning, or burial of man-made materials or materials then known to be environmentally hazardous.

3. RESERVED RIGHTS

A. This provision is an exception to 2.\_\_\_\_. above.

B. The Grantor must notify the Grantee in writing at least thirty (30) days before any exercise of the aforesaid reserved rights.

4. NOTIFICATION OF TRANSFER, TAXES, MAINTENANCE

A. The Grantor agrees to notify the Grantee in writing 10 days before the transfer of title to the Property [or any division of ownership thereof permitted hereby].

B. The Grantee shall be under no obligation to maintain the Property or pay any taxes or assessments thereon.

5. BENEFITS, BURDENS, AND ACCESS

A. The burden of the Easement conveyed hereby shall run with the Property and shall be enforceable against all future owners and tenants in perpetuity; the benefits of this Easement shall not be appurtenant to any particular parcel of land but shall be in gross and assignable or transferable only to the State of New Hampshire, the U.S. Government, or any subdivision of either of them, consistent with Section 170(c)(1) of the U.S. Internal Revenue Code of 1986, as amended, or to any qualified organization within the meaning of Section 170(h)(3) of said Code, which organization has among its purposes the conservation and preservation of land and water areas and agrees to and is capable of enforcing the conservation purposes of this Easement. Any such assignee or transferee shall have like power of assignment or transfer.

B. The Grantee shall have reasonable access to the Property and all of its parts for such inspection as is necessary to determine compliance with and to enforce this Easement and exercise the rights conveyed hereby and fulfill the responsibilities and carry out the duties assumed by the acceptance of this Easement.

6. BREACH OF EASEMENT

A. When a breach of this Easement, or conduct by anyone inconsistent with this Easement, comes to the attention of the Grantee, it shall notify the Grantor in writing of such breach or conduct, delivered in hand or by certified mail, return receipt requested.

B. The Grantor shall, within thirty (30) days after receipt of such notice or after otherwise learning of such breach or conduct, undertake those actions, including restoration, which are reasonably calculated to cure swiftly said breach, or to terminate said conduct, and to repair any damage. The Grantor shall promptly notify the Grantee of its actions taken under this section.

## **APPENDIX A: SAMPLE LEGAL DOCUMENTS**

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C. If the Grantor fails to take such proper action under the preceding paragraph, the Grantee shall, as appropriate to the purposes of this deed, undertake any actions that are reasonably necessary to cure such breach or to repair any damage in the Grantor's name or to terminate such conduct. The cost thereof, including the Grantee's expenses, court costs, and legal fees shall be paid by the Grantor, provided that the Grantor is directly or primarily responsible for the breach.

D. Nothing contained in this Easement shall be construed to entitle the Grantee to bring any action against the Grantor for any injury to or change in the Property resulting from causes beyond the Grantor's control, including, but not limited to, unauthorized actions by third parties, natural disasters such as fire, flood, storm, and earth movement, or from any prudent action taken by the Grantor under emergency conditions to prevent, abate, or mitigate significant injury to the Property resulting from such causes.

E. The Grantee and the Grantor reserve the right, separately or collectively, to pursue all legal remedies against any third party responsible for any actions detrimental to the conservation purposes of this Easement.

### **[7. POWER OF TERMINATION**

A. If the Grantee ceases to enforce the Easement conveyed hereby or fails to enforce it within thirty (30) days after receipt of written notice from the Society for the Protection of New Hampshire Forests requesting such enforcement delivered in hand or by certified mail, return receipt requested, then said Society shall have the right to enforce this Easement. All reasonable costs of such enforcement shall be paid by the Grantee. In such circumstance, the Society for the Protection of New Hampshire Forests shall then also have the right to terminate the interest of the Grantee in the Property by recording a notice to that effect in the Registry of Deeds referring hereto and shall then assume all interests and responsibilities granted to the Grantee in this deed.

B. The interests held by the Society for the Protection of New Hampshire Forests are assignable or transferable to any party qualified to become the Grantee's assignee or transferee as specified in Section 5.A. above. Any such assignee or transferee shall have like power of assignment or transfer.]

### **8. NOTICES**

All notices, requests and other communications, required or permitted to be given under this Easement shall be in writing, except as otherwise provided herein, and shall be delivered in hand or sent by certified mail, postage prepaid, return receipt requested to the appropriate address set forth above or at such other address as the Grantor or the Grantee may hereafter designate by notice given in accordance herewith. Notice shall be deemed to have been given when so delivered or so mailed.

### **9. SEVERABILITY**

If any provision of this Easement, or the application thereof to any person or circumstance, is found to be invalid by a court of competent jurisdiction, by confirmation of an arbitration award or otherwise, the remainder of the provisions of this Easement or the application of such provision to persons or circumstances other than those to which it is found to be invalid, as the case may be, shall not be affected thereby.

**10. CONDEMNATION**

A. Whenever all or part of the Property is taken in exercise of eminent domain by public, corporate, or other authority so as to abrogate in whole or in part the Easement conveyed hereby, the Grantor and the Grantee shall thereupon act jointly to recover the full damages resulting from such taking with all incidental or direct damages and expenses incurred by them thereby to be paid out of the damages recovered.

B. [The balance of the land damages recovered (including, for purposes of this subsection, proceeds from any lawful sale, in lieu of condemnation, of the Property unencumbered by the restrictions hereunder) shall be divided between the Grantor and the Grantee in proportion to the fair market value of their respective interests in the Property on the date of execution of this Easement. For this purpose, the Grantee's interest shall be the amount by which the fair market value of the Property immediately prior to the execution of this Easement is reduced by the use limitations imposed hereby. The value of the Grantee's interest shall be determined by an appraisal prepared [for federal income tax purposes] by a qualified appraiser within one year of the date of this Easement, and submitted to the Grantee.] or

[The balance of the land damages recovered (including, for purposes of this subsection, proceeds from any lawful sale, in lieu of condemnation, of the Property unencumbered by the restrictions hereunder) shall be divided between the Grantor and the Grantee in proportion to the fair market value, at the time of condemnation, of their respective interests in that part of the Property condemned. The values of the Grantor's and Grantee's interests shall be determined by an appraisal prepared by a qualified appraiser at the time of condemnation.]

C. The Grantee shall use its share of the proceeds in a manner consistent with and in furtherance of one or more of the conservation purposes set forth herein.

**11. ADDITIONAL EASEMENT**

Should the Grantor determine that the expressed purposes of this Easement could better be effectuated by the conveyance of an additional easement, the Grantor may execute an additional instrument to that effect, provided that the conservation purposes of this Easement are not diminished thereby and that a public agency or qualified organization described in Section 5.A., above, accepts and records the additional easement.

**12. ARBITRATION OF DISPUTES**

A. Any dispute arising under this Easement shall be submitted to arbitration in accordance with New Hampshire RSA 542.

B. The Grantor and the Grantee shall each choose an arbitrator within 30 days of written notice from either party. The arbitrators so chosen shall in turn choose a third arbitrator within 30 days of the selection of the second arbitrator.

C. The arbitrators so chosen shall forthwith set as early a hearing date as is practicable which they may postpone only for good cause shown.

**APPENDIX A: SAMPLE LEGAL DOCUMENTS**

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D. A decision by two of the three arbitrators, made as soon as practicable after submission of the dispute, shall be binding upon the parties and shall be enforceable as part of this Easement.

The Grantee, by accepting and recording this Easement, agrees to be bound by and to observe and enforce the provisions hereof and assumes the rights and responsibilities herein granted to and incumbent upon the Grantee, all in the furtherance of the conservation purposes for which this Easement is delivered.

IN WITNESS WHEREOF, I (We) have hereunto set my (our) hand(s) this \_\_\_\_\_ day of \_\_\_\_\_, 199\_\_.

Name of Grantor

Name of Grantor

The State of \_\_\_\_\_  
County of \_\_\_\_\_

Personally appeared \_\_\_\_\_ and  
\_\_\_\_\_ this \_\_\_\_\_ day of \_\_\_\_\_, 199\_\_ and  
acknowledged the foregoing to be his/her/their voluntary act and deed.

Before me,

Justice of the Peace/Notary Public

My commission expires:

ACCEPTED: SOCIETY FOR THE PROTECTION OF NEW HAMPSHIRE FORESTS

By:

Title:

Duly Authorized

Date:

The State of New Hampshire  
County of

Personally appeared

Title

of the Society for the Protection of New Hampshire Forests, this \_\_\_\_\_ day of  
\_\_\_\_\_, 199\_\_ and acknowledged the foregoing on behalf of the  
Society for the Protection of New Hampshire Forests.

Before me,

Justice of the Peace/Notary Public

My commission expires:



ACCEPTED: TOWN OF \_\_\_\_\_ CONSERVATION COMMISSION

By:

Title:

Duly Authorized

Date:

The State of New Hampshire  
County of \_\_\_\_\_

Personally appeared

Name & Title

of the Town of \_\_\_\_\_ Conservation Commission, this \_\_\_\_\_ day of  
\_\_\_\_\_, 199\_\_ and

acknowledged the foregoing on behalf of the Town of \_\_\_\_\_  
Conservation Commission.

Before me,

Justice of the Peace/Notary Public

My commission expires:

ACCEPTED: TOWN OF \_\_\_\_\_ BOARD OF SELECTMEN

By:

Title:

Duly Authorized

Date:

The State of New Hampshire  
County of

Personally appeared

Name & Title

of the Town of \_\_\_\_\_ Board of Selectmen, this \_\_\_\_\_ day of  
\_\_\_\_\_, 199\_\_ and acknowledged the foregoing on behalf of the Town of  
\_\_\_\_\_ Board of Selectmen.

Before me,

Justice of the Peace/Notary Public

My commission expires:

THE FOLLOWING ADDITIONAL OPTIONAL CLAUSES ARE TO BE INSERTED WITHIN THE CE DEED WHEN THEY ARE APPLICABLE:

SEPARATE PARCEL (Add as new paragraph #11)

The Grantor agrees that for the purpose of determining compliance with any present or future bylaw, order, ordinance, or regulation (within this section referred to as "legal requirements") of the Town/City of [name], the State of New Hampshire or any other governmental unit, the Property shall be deemed a separate parcel of land and shall not be taken into account in determining whether any land of the Grantor, other than the Property, complies with any said legal requirements. The Property shall not be taken into account to satisfy in whole or in part any of said legal requirements or any area, density, setback or other dimensional standard applicable to such land.

MERGER (Add as new paragraph #11)

The Grantor and Grantee explicitly agree that it is their express intent, forming a part of the consideration hereunder, that the provisions of the Easement set forth herein are to last in perpetuity, and that to that end no purchase or transfer of the underlying fee interest in the Property by or to the Grantee or any successor or assign shall be deemed to eliminate the Easement, or any portion thereof, granted hereunder under the doctrine of "merger" or any other legal doctrine.

ARCHAEOLOGICAL INVESTIGATIONS (Add to "Reserved Rights")

Grantor reserves the right to permit archaeological investigations on the Property after receiving written approval from the Grantee. Prior to permitting any such investigations, Grantor shall send written notice to the New Hampshire State Archaeologist (or other person or agency then recognized by the State as having responsibility for archaeological resources) for review and comment, and to the Grantee, such notice describing the nature, scope, location, timetable, qualifications of investigators, site restoration, research proposal, and any other material aspect of the proposed activity. The Grantor and Grantee shall request the State Archaeologist (or other person or agency, as above) to consider the proposal, to apply the standards as specified in rules implementing RSA 227-C:7 (Permits Issued for State Lands and Waters), and to provide written comments to the Grantor and Grantee. The Grantee may, in its sole discretion, approve the proposed investigations only if it finds that all of the following conditions are met:

- i. The archaeological investigations shall be conducted by qualified individuals and according to a specific research proposal;
- ii. The proposed activities will not harm state or federally recognized rare, endangered, or threatened species; and
- iii. The proposed activities will not be materially detrimental to the purposes of this Easement.

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**APPENDIX A: SAMPLE LEGAL DOCUMENTS**

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TRUSTEE CERTIFICATION, (IF NOT ALREADY SEPARATELY RECORDED); (INSERT AS FIRST PARAGRAPH OF DEED)

I/WE (name) as Trustee(s) of the (name of trust) dated (date), as amended, with a mailing address of (address), hereby certify that as such Trustee(s) I/we have full and absolute power thereunder to convey any interest in real estate and the improvements thereon held therein and no purchaser or third party shall be bound to inquire whether as such Trustee(s) I/we have said power or am/are properly exercising said power or to see to the application of any trust asset paid to me/us as such Trustee(s) for a conveyance thereof, and I/we (hereinafter referred to as the “Grantor”, which word where the context requires includes the plural and shall, unless the context clearly indicates otherwise, include the Grantor’s successors and assigns), [by the power conferred by said Trust, RSA 564-A, and every other power,] [add text in prior brackets only if fiduciary or quitclaim deed; not needed if warranty deed]

for consideration paid, with WARRANTY [QUITCLAIM/FIDUCIARY] covenants, grant in perpetuity to

PUBLIC ACCESS (Insert as new par. under “Use Limitations”)

There shall be no posting to prohibit the public, through the auspices of the Grantee, from accessing and using the Property [or specified portions thereof] for [low-impact, non-motorized, non-wheeled] non-commercial, outdoor recreational purposes, which the Grantee shall be under no duty to supervise.

CONFIRMATION OF NO PUBLIC ACCESS (Add as new par. to “Benefits, Burdens, and Access”)

WATER QUALITY PROTECTION (Add to “Purposes” section)

The preservation of the quality of ground water and surface water resources on and under the Property.

CONFIRMATION OF NO PUBLIC ACCESS (Add as new par. To “Benefits, Burdens, and Access”)

This Easement shall in no way be interpreted to permit physical access by the public to or across the Property for any purpose.

AGRICULTURAL BEST MANAGEMENT PRACTICES (At Sect. 2.A.ii, delete “Agriculture and” and “and agricultural” in lines 1 and 3, respectively. Then, create new paragraph 2.A.iii with the following text.)

Agriculture shall be performed, to the extent reasonably practicable, in accordance with a coordinated management plan for the sites and soils of the Property. Agricultural management activities shall not be detrimental to the purposes of this Easement, as described in Section 1 above, nor materially impair the scenic quality of the Property as viewed from public roads or public trails. Said management activities shall be in accordance with the then-current scientifically based practices recommended by the UNH Cooperative Extension, U.S. Natural Resources Conservation Service, or other government or private, nonprofit natural resource conservation and management agencies then active, and shall be in accordance with “best management practices” as set forth in the following publications or as these publications may be specifically updated or superseded:

- a. “Manual of Best Management Practices for Agriculture in New Hampshire,” New Hampshire Department of Agriculture, June 1993; and
- b. “Pesticide Management Guidelines for Groundwater Protection,” University of New Hampshire Cooperative Extension, November 1992; and
- c. “Buffers for Wetlands and Surface Waters: A Guidebook for New Hampshire Municipalities,” Audubon Society of New Hampshire, New Hampshire Office of State Planning, University of New Hampshire Cooperative Extension, U.S. Natural Resources Conservation Service, November 1995; and
- d. “Best Management Practices: Biosolids,” University of New Hampshire Cooperative Extension, 1995; and
- e. “Best Management Practices to Control Nonpoint Source Pollution: A Guide for Citizens and Town Officials,” New Hampshire Department of Environmental Services, May 1994.

**SAMPLE WARRANT ARTICLES**

**Warrant Article for Creating a Capital Improvements Program**

To see if the Town will authorize the Planning Board to prepare and amend a recommended program of capital improvement projects projected over minimum periods of six years, in accordance with RSA 674:5-8.

- Town of Canterbury, 1996

**Warrant Article for Establishing a Land Use Change Tax Conservation Fund**

To see if the Town will vote to establish a Capital Reserve Fund under the provisions of RSA 35:1 for the purposes of the Conservation Commission and to raise and appropriate the sum of One Thousand Dollars (\$1000) to be placed in this fund and to authorize the Selectmen to act as agents to expend.

- Town of Allenstown, 1999

**Warrant Article for Amending the Land Use Change Tax Percentage**

To see if the Town will vote to change to 35% the percentage of all revenues from all future payments collected under the land use change tax set forth in RSA Chapter 79-A which are placed in the conservation fund in accordance with RSA 36-A:5,III. The current percentage is 20% as established by the 1993 Town Meeting.

- Town of Hopkinton, 1996

**Warrant Article for Raising Money for Open Space Acquisition**

To see if the Town will vote to raise and appropriate the sum of One Hundred Thousand Dollars (\$100,000) for open space acquisition by the Conservation Commission in order to preserve the character of our community, maintain open space, and control growth.

- Town of Bow, 1997

**Warrant Article for Acceptance of Grant Funds**

To see if the Town will vote to authorize the Board of Selectmen to apply for, accept and expend, without further action by the Town Meeting, unanticipated money from a state, federal, or other governmental unit or private source which may become available during the fiscal year, in accordance with the provisions of RSA 31:95-b, provided that said authority is granted indefinitely until such time as rescinded by a vote of the Town Meeting.

- Town of Alton, 1994

**Warrant Article for Retaining Town-Owned Land for Conservation Purposes**

To see if the Town will vote to retain ownership of lots 11-67,100 and 11-400,210 and 11-376,213 comprising a total of eight (8) acres located in the former Penhallow development off the East Washington Road as per RSA 80:80, V and place these lots under the supervision of the Bradford Conservation Commission in order to further the development of a trail system linking Town held conservation lands.

- Town of Bradford, 1999

**Warrant Article for Acceptance of Land Donation as Town Forest**

To see if the Town will accept a 41.69 acre gift of land from Forrest and Vera Fogg, being tract #C3-1-2 that lies North of Gorham Pond Road adjacent to the Kuncanowet Town Forest and Conservation Area, upon mutual satisfaction of the conditions agreed upon by Forrest and Vera Fogg and the KTFCA committee. When the transfer is completed, this tract is to be dedicated as part of the Kuncanowet Town Forest and Conservation Area designated by Articles Z and XI at the 1989 Town Meeting.

- Town of Dunbarton, 1994

**Warrant Article for Permanent Discontinuance of Road**

To see if the Town will vote to discontinue and relinquish all interests of the Town therein a portion of Sand Road beginning at a point nine hundred fifty feet (950') from Pembroke Street/Route 3 and terminating at Sheep Davis Road/Route 106, pursuant to RSA 231:43, provided that the Town incurs no expense resulting from the discontinuance.

- Town of Pembroke, 1997

**Warrant Article for Reclassifying a Class VI Highway to a Class A Trail**

To see if the Town will vote to reclassify Smith Road, a Class VI highway, and the Class VI portion of Dunfield as Class A Trails in accordance with RSA 231-A. A Class A trail is a full public right of way subject to public trail use restrictions. It may not be used for vehicular access to any new building, but it may be used by abutting landowners to provide access for agriculture and forestry and to any building existing prior to its designation as a Class A trail. The municipality shall bear no responsibility for maintaining the trail for such uses.

- Town of Bradford, 1997

**Warrant Article for Designating a Scenic Road**

To see if the Town of Sutton, NH will vote to designate Cotton Road, commencing at Baker Road, a scenic road in accordance with RSA 231:157 and 158, for the purpose of protecting and enhancing the rural and scenic character and beauty of Sutton.

- Town of Sutton, 1996





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**RESOURCE REFERENCES****Publications**

A Hard Road to Travel, H Bernie Waugh, Jr of the New Hampshire Municipal Association 1997

New Hampshire Non-Motorized Multi-Use Trails Manual, Merrimack River Watershed Council 1996

Building Foot Trails: A Guide for Towns and Landowners, Ted Bonner circa 1996

Best Management Practices for Erosion Control During Trail Maintenance and Construction, NH Department of Revenue and Economic Development 1996

Handbook for Municipal Conservation Commissions in New Hampshire, NH Association of Conservation Commissions, 1988 with revisions through 1997

At What Cost? Shaping the Land We Call New Hampshire, edited by Richard Ober, Society for the Protection of NH Forests 1992

Trails for the 21<sup>st</sup> Century: A Planning, Design, and Management Manual for Multi-Use Trails, Rails-to-Trails Conservancy 1993

Secrets of Successful Rail-Trails: An Acquisition and Organizing Manual for Converting Rails into Trails, Rails-to-Trails Conservancy 1993

Concord Trail System, Concord Conservation Commission 1997

**NH / Central Region Public Land Trusts**

Audubon Society of NH  
Silk Farm Road, PO Box 8200  
Concord, NH 03301 ▲ 224-9909

Ausbon Sargent Land Preservation Trust  
Deborah Stanley, Executive Director  
PO Box 2040  
New London, NH 03257 ▲ 526-6555

Bearpaw Regional Greenways  
Frank Mitchell, President  
PO Box 19  
Deerfield, NH 03037 ▲ 463-7562

Bow Open Spaces  
Bob Dawkins, Treasurer

## **APPENDIX C: VOLUNTEER RESOURCES**

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41 South Bow Road  
Bow, NH 03304 ☎ 225-3678

Concord Conservation Trust  
Douglas Woodward, Chair  
54 Portsmouth Street  
Concord, NH 03303 ☎ 224-9945

Gilmanton Land Trust  
c/o Tom Howe and Sarah Thorne  
RFD 1 Box 429  
Gilmanton IW, NH 03837 ☎ 364-6131

Harris Center for Conservation Education  
Meade Cadot, Director  
341 Kings Highway  
Hancock, NH 03449 ☎ 525-3394

Highland Lake Association  
James Lane, President  
PO Box 103  
Washington, NH 03280

Lakes Region Conservation Trust  
Tom Curren, Executive Director  
PO Box 1097  
Meredith, NH 03253 ☎ 279-3246

The Nature Conservancy  
2 1/2 Beacon Street, Suite 6  
Concord, NH 03301 ☎ 224-5853

Society for the Protection of NH Forests  
54 Portsmouth Street  
Concord, NH 03301 ☎ 224-9945

Trust for Public Lands  
Peter Forbes, Regional Director  
33 Union Street  
Boston, MA 02108 ☎ (617) 367-6200

Turkey River Basin Trust  
Mary Louise Hancock, Chair  
33 Washington Street

Concord, NH 03301 ▲ 225-9721

**State / Other Agencies**

American Mountain Club (AMC)  
Business Office  
PO Box 298  
Gorham, NH 03581 ▲ 466-2721

Army Corps of Engineers (ACE)  
424 Trapelo Road  
Waltham, MA ▲ (617) 647-8111

Central NH Regional Planning Commission (CNHRPC)  
12 Cross Street  
Penacook, NH 03303 ▲ 753-9374

Trails Bureau  
NH Department of Revenue and Economic Development (NH DRED)  
172 Pembroke Road, PO Box 1856  
Concord, NH 03302-1856 ▲ 271-3254

NH Department of Revenue Administration (NH DRA)  
45 Chennell Drive, PO Box 457  
Concord, NH 03302-0457 ▲ 271-2191

NH Municipal Association (NHMA)  
Triangle Park Drive, PO Box 617  
Concord, NH 03302 ▲ (800) 852-3358

Rivers and Trails  
National Park Service (NPS)  
5 Thomas Hill  
Woodstock, VT 05091 ▲ (802) 457-4323

NH Association of Conservation Commissions (NHACC)  
54 Portsmouth Street  
Concord, NH 03301 ▲ 224-9945

NH Department of Environmental Services (NH DES)  
6 Hazen Drive, PO Box 95  
Concord, NH 03305 ▲ 271-3503

NH Department of Transportation (NH DOT)  
1 Hazen Drive, PO Box 483  
Concord, NH 03305 ▲ 271-6495

## **APPENDIX C: VOLUNTEER RESOURCES**

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Merrimack County Conservation District  
10 Ferry Street, Box 312  
Concord, NH 03301 ▲ 223-6023

Hillsborough County Conservation District  
468 Route 13 South  
Milford, NH 03055 ▲ 673-2409

Merrimack County (UNH) Cooperative Extension  
315 Daniel Webster Highway  
Boscawen, NH 03303 ▲ 225-5505

Hillsborough County (UNH) Cooperative Extension  
Route 114  
Goffstown, NH 03045 ▲ 624-9481

Rails-to-Trails Conservancy  
1100 Seventeenth Street NW  
Washington, DC 20036 ▲ (202) 331-9696

NH Office of State Planning  
2 1/2 Beacon Street  
Concord, NH 03301 ▲ 271-2155

NH Fish and Game  
2 Hazen Drive, PO Box 6500  
Concord, NH 03305 ▲ 271-3421

Citizens for NH Land and Community Heritage  
54 Portsmouth Street  
Concord, NH 03301 ▲ 224-9945

**Central Region Conservation Commissions**

Allenstown Conservation Commission

Town Hall

16 School Street

Allenstown, NH 03275 ▲ 485-4276

Boscawen Conservation Commission

Town Hall

17 High Street

Boscawen, NH 03303 ▲ 796-2426

Bow Conservation Commission

Town Hall

10 Grandview Road

Bow, NH 03304 ▲ 225-3008

Bradford Conservation Commission

Town Hall

75 West Main Street

Bradford, NH 03221 ▲ 938-5900

Canterbury Conservation Commission

Town Hall

Hackleboro Road, PO Box 500

Canterbury, NH 03224 ▲ 783-9955

Chichester Conservation Commission

Town Hall

54 Main Street

Chichester, NH 03234 ▲ 798-5350

Concord Conservation Commission

City Hall

41 Green Street

Concord, NH 03301 ▲ 225-8515

Deering Conservation Commission

Town Hall

RR 1, Box 166

Hillsborough, NH 03244 ▲ 464-3248

Dunbarton Conservation Commission

Town Hall

1011 School Street

Dunbarton, NH 03045 ▲ 774-3541

Epsom Conservation Commission

## **APPENDIX C: VOLUNTEER RESOURCES**

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Town Hall  
Suncook Valley Highway, PO Box 10  
Epsom, NH 03234 ☎ 736-9002

Henniker Conservation Commission  
Town Hall  
2 Depot Hill Road  
Henniker, NH 03242 ☎ 428-3221

Hillsborough Conservation Commission  
Town Hall  
29 School Street, PO Box 7  
Hillsborough, NH 03244 ☎ 464-3877

Hopkinton Conservation Commission  
Town Hall  
330 Main Street  
Hopkinton, NH 03229 ☎ 746-3170

Loudon Conservation Commission  
Town Hall  
29 South Village Road, PO Box 7837  
Loudon, NH 03301 ☎ 798-4541

Pembroke Conservation Commission  
Town Hall  
311 Pembroke Street  
Pembroke, NH 03275 ☎ 485-4747

Pittsfield Conservation Commission  
Town Hall  
85 Main Street, PO Box 98  
Pittsfield, NH 03263 ☎ 435-6773

Salisbury Conservation Commission  
Town Hall  
9 Old Church Road, PO Box 214  
Salisbury, NH 03268 ☎ 648-2473

Sutton Conservation Commission  
Town Hall  
93 Main Street, PO Box 85  
North Sutton, NH 03260 ☎ 927-4416



Warner Conservation Commission  
Town Hall  
5 East Main Street, PO Box 265  
Warner, NH 03278 ☎ 456-2298

Webster Conservation Commission  
Town Hall  
945 Battle Street  
Webster, NH 03303 ☎ 648-2272

**STEPS TO CREATING A MUNICIPAL TRAIL SYSTEM**

**Steps to Creating a Municipal Trail System**

**1. Gather an Interested Group of People**

- local officials (Conservation Commission, Planning Board, Selectmen, Historic District Commission)
- landowners, enthusiasts and retired folks
- snowmobile, biking, and equestrian clubs
- teachers and school children
- Boy and Girl Scouts

**2. Inventory Existing Trails, Rights-of-Way, Class VI Roads, and Utility Corridors**

- record general locations on maps
- find detailed parcel information in Town Hall, Registry of Deeds, or by other source
- record the actual geographic position by using Global Positioning System (GPS) technology
- document trail condition, maintenance and usage information

**3. Determine Where to Link the Trails or Create New Trails**

- note those parcels which are desired in accordance with the Master Plan

**4. Produce a Plan of the Findings**

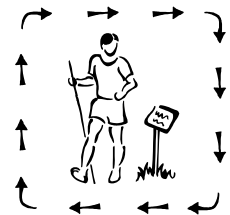
- why are trails important?
- consider conservation land and what future areas to focus on
- address land management: i.e., topography, special characteristics, suitable uses
- produce a detailed listing of the information about each existing and proposed trail
- decide what uses of each trail are most appropriate
- include appendices of maps, sample landowner agreements, sample conservation easement deeds, trail checklists, volunteer liability forms, statutes, sample warrant articles

**5. Implement the Plan**

- adoption of the Plan by the Planning Board as a component of the Master Plan
- Town designation of select trails as official (enforceable) Class A & B trails
- contact landowners of identified parcels and initiate the process of seeking permission
- pursue grants, volunteer labor, local donations, technical expertise
- trail construction and maintenance

**6. Promote the Trails**

- meet on a monthly or bi-monthly basis to coordinate trails happenings
- produce a brochure or small guidebook of the trails with descriptions
- ask for volunteer “trailmeisters” to maintain trails and report problems
- partner with other public/private groups in Town or local schools
- hold trail maintenance events or trails naming contests
- produce signage



**VOLUNTEER LIABILITY FORM**

*(on Conservation Commission letterhead)*

**Volunteer Liability Form  
NH Revised Statutes Annotated 508:17**

**PITTSFIELD CONSERVATION COMMISSION**

*What is RSA 508:17?*

It states that volunteers working for nonprofit organizations are not held liable for damages or accidents that may occur while acting with good faith during their volunteer tenure with the organization. In the case of the duly organized Pittsfield Conservation Commission, of which the Trails Committee is a subcommittee of, such volunteer work includes trail-related activities, equipment handling, site investigation, and other duties associated with being a volunteer for this organization. RSA 508:17 protects you from civil liability.

Dear \_\_\_\_\_,

You are hereby recognized as a volunteer of the Pittsfield Conservation Commission, which exists for the following purposes:

- to regularly inventory natural resources and open space;
- to acquire and manage conservation land in an effective manner;
- to create and maintain recreational trails for the benefit of the public;
- to monitor the proper adherence of protective ordinances and legislation; and
- to provide guidance to the Planning Board and Board of Selectmen on conservation-related matters.

Your tenure as a volunteer will continue until your resignation or until your termination by the organization.

Thank you for your service.

\_\_\_\_\_  
Chair, Pittsfield Conservation Commission

\_\_\_\_\_  
Date

\_\_\_\_\_  
Selectman, Pittsfield Board of Selectmen

\_\_\_\_\_  
Date

04/01/99

**VOLUNTEER TRAIL MAINTENANCE AGREEMENT "ADOPT-A-TRAIL"**

*(on Conservation Commission letterhead)*

**Volunteer Trail Maintenance Agreement  
"Adopt-A-Trail"**

**PITTSFIELD CONSERVATION COMMISSION**

I/We, \_\_\_\_\_ of \_\_\_\_\_,  
Pittsfield, (herein after referred to as "Trailmeister") hereby volunteer to periodically monitor and  
maintain the

\_\_\_\_\_ Trail (herein after referred to as the "Trail") of the  
Town of Pittsfield in accordance with the attached Trail Maintenance Job Description.

I/We also agree to coordinate with the Trails Committee of the Pittsfield Conservation Commission on a  
regular basis to report on activities related to the Trail, using the attached Trail Report Form as a guide.

If I/We cannot to fulfill the duties as a Trailmeister as noted in the attached Trail Maintenance Job  
Description, I/We agree to inform the Chair of the Trails Committee who may offer another  
person/family the opportunity to "Adopt" this Trail.

I/We may, with written notice to the Chair of the Trails Subcommittee, resign from my/our volunteer  
Trailmeister duties at any time.

\_\_\_\_\_  
Trailmeister

\_\_\_\_\_  
Date

\_\_\_\_\_  
Trailmeister

\_\_\_\_\_  
Date

\_\_\_\_\_  
Chair, Pittsfield Trails Committee

\_\_\_\_\_  
Date

\_\_\_\_\_  
Chair, Pittsfield Conservation Commission

\_\_\_\_\_  
Date

04/01/99

**TRAIL MAINTENANCE GUIDELINES "JOB DESCRIPTION"***(on Conservation Commission letterhead)*

**Trail Maintenance Guidelines:**  
***a "Job Description"***  
**for the Volunteer Trailmeister**

**PITTSFIELD CONSERVATION COMMISSION**

Welcome, Trailmeister! Thank you for volunteering your time and energy to the recreational trails within the Town. We are very proud of what we have accomplished and look forward to more ways to share our trails with the public. Volunteer efforts are the foundation of our success. We believe you will find your experience rewarding and satisfying. In order to help you with your efforts, this "Job Description" outlines what is asked of you as a Trailmeister:

**PERIODIC SERVICES OF THE TRAILMEISTER****Guideline 1****Trail Reporting**

- Walk your Trail and report problems or interesting finds you encounter on a Trail Report Form.
- Coordinate with the Trails Committee on a regular basis:
- Orally report on your Trail
- Provide a copy of the Report Form to the Chair of the Trails Committee for permanent recordkeeping.

**Guideline 2****Trail Maintenance**

- Perform light trail maintenance on a periodic basis such as picking up trash, removing fallen limbs, filling map boxes with maps, and trimming overgrown branches.
- We do not expect you to perform hard labor on your own! If you are interested, tools and expertise are available to you for larger projects such as removing fallen trees, installing map boxes, or blazing the trail. If not, a team of Trails Overseers will gladly do harder tasks.

In addition to **Trail Reporting** and **Trail Maintenance**, we also hold other events, activities, and gatherings such as monthly Trails Committee meetings, National Trails Day, trail blazing, or new trail construction. A Trails Guidebook, a document intended to provide the public with maps and narratives about every maintained trail within the Town, will be created. We can find something for every interest - just ask!

If at any time you have questions or encounter any problems, please call the Pittsfield Town Hall at 428-3221 during business hours or call a Trails Overseer during the evenings and weekends.

*06/29/99 - based upon Guidelines from the City of Concord*

**TRAIL REPORT FORM**

**Trail Report Form**  
**PITTSFIELD TRAILS COMMITTEE**

Trail: \_\_\_\_\_ Date: \_\_\_\_\_

Performed by: \_\_\_\_\_

**At the Trailhead (s):**

Please fill the map boxes with maps. ☐

Are cars parked where they should be? ☐no ☐yes      How many are present? \_\_\_\_\_

Is there any vandalism apparent to map boxes, trees, or surroundings?

☐no ☐yes \_\_\_\_\_

Are the trail signs clearly visible at both ends of the trail? ☐yes ☐no \_\_\_\_\_

**On the Trail:**

Please pick up litter and move fallen limbs to the side. ☐      Please trim overgrown branches. ☐

Are the blazes clearly visible? ☐yes ☐no \_\_\_\_\_

How many people did you encounter? \_\_\_\_\_ What age groups? \_\_\_\_\_

What were they doing? (hiking, biking, skiing, jogging, picnicking, etc) \_\_\_\_\_

Do you see evidence of restricted uses of the trail? ☐no ☐yes \_\_\_\_\_

Are there sections of the trail that appear dangerous? ☐no ☐yes \_\_\_\_\_

Did you see any wild animals or interesting sights? ☐no ☐yes \_\_\_\_\_

Did you notice any erosion, washouts, or wet spots that were hard to cross? ☐no ☐yes \_\_\_\_\_

**Is additional work required?**

- large item removal (tree, appliance, boulder) ☐no ☐yes \_\_\_\_\_

- repair of vandalism ☐no ☐yes \_\_\_\_\_

- re-blazing of trees    ☐no    ☐yes \_\_\_\_\_

**Other Comments:**

**CERTIFICATE OF VOLUNTEERISM**

**Certificate of Volunteerism**

*This is to certify that*

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is appreciatively recognized on August 1, 1999 as  
a volunteer steward

of the

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Trail

of the Town of Pittsfield, New Hampshire.

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, CONSERVATION COMMISSION CHAIR

, TRAILS COMMITTEE CHAIR





This Section

- γ Base Map
- γ Topographic Map
- γ Public Lands, Easements, and Rights-of-Way Map
- γ Existing Trail System Map
- γ Proposed Open Space Trail System Map